ISSUE No. 6

DECEMBER 1954

The '54 Trek & Rooter

"The Two Johns"

AIR-COOLED NEWS

PUBLICATION OF

THE H. H. FRANKLIN CLUB

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Carl T. Doman

Herbert H. Franklin

at the

Franklin Trek to Syracuse

September 4, 1954

ISSUE No. 6 AIR-COOLED NEWS DECEMBER 1954
Published Three Times Yearly by
The H. H. Franklin Club
Miles S. Amick, President — Thomas H. Hubbard, Editor
Clifford W. Boram, Treasurer — W. Fenton Meredith, Director
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1954 was a good year for the Franklin Club. Year's end found the club with a total paid membership of 340, and still growing rapidly. The all-classic Issue No. 5 was very well received and individual copy sales continue at a steady pace. By the end of December, sales had reached a total of over 200. This issue, the third and last issue for 1954, actually was not finished until January of 1955. Although the Club has yet to reach the break-even point financially, the time may not be far off when we do.

1955 DUES are, as before, $2.50, and should be sent to Box 535, Cumberland, Maryland. Please note the 1955 membership form cards which are enclosed (with mailing envelopes) and which are to be filled in and returned with remittance. This card system, tailored after that used by the Classic Car Club, is ideal for the small club which has no paid help. Your consideration in carefully filling in the cards will be a big help to Club administration.

With genuine pleasure we announce the appointment of Mrs. John Wilkinson as Honorary Member of The H. H. Franklin Club. Mrs. Wilkinson resides at her home at 1065 James Street, just doors away from Mr. Franklin's home at 1033. She was of great help to Carl Doman in the preparation of "The Two Johns" article contained in this issue. After checking the manuscript, Mrs. Wilkinson wrote to Carl: "It is difficult for me to tell you how fine I think the stories are and how glad I am to have such a record, as well as how much I appreciate the effort you have put into them". In relaying a copy of Mrs. Wilkinson's letter, Carl added a note: "It may seem strange to you, but as well as I knew Mr. Wilkinson, I never had the pleasure of meeting Mrs. Wilkinson. When I go down to Syracuse for Christmas, I am going to stop and see her. I understand from John Burns that she is a marvelous person."

1955 TREK: The 1955 Franklin Trek to Syracuse will be closely coordinated with the 1955 Glidden Tour. The 1955 Glidden Tour starts at Niagara Falls, New York, on Sunday, Aug. 28th, and goes into Canada for a week's trip. This year's Franklin Trek will be held in Syracuse on Friday and Saturday, August 26 & 27. As Syracuse is only 170 miles from Niagara Falls, it will be an easy day's drive for our members to make on the day following our meet, Sunday Aug. 28th, so as to be on hand for the opening festivities of the '55 Glidden. Headquarters will be the Hotel Syracuse, and Trek Chairman is Athol Odell of Galesburg, Illinois. Schedule for Friday: Registration in the morning; business meeting in the afternoon, including elections; suds party after dinner. For Saturday: morning drive to Skaneatales for luncheon at the Skaneatales Inn (Robert Clark of Skaneatales has offered to handle arrangements here - with protection for cars); return to Syracuse in ample time for members to rest, etc., prior to coctail party and banquet Saturday evening.

And concerning the 1954 Trek just past, we have the following letter from its chairman, Miles S. Amick: "To those members of the HHFC whose presence at Syracuse was responsible for making the 1954 Franklin Trek the overwhelming success that it was, I extend my heartfelt thanks. I would like to extend my special thanks and best wishes to one of the HHFC's hardest working members who helped greatly in work and ideas to make this meet a success but who, because of ill health, could not be with us --- Mrs. Frederick J. Whalen. To her and to all others who helped me on this 1954 Franklin Trek - thanks a million. It couldn't have been without you!"

Perhaps the most important announcement we have made since the Club started is that John Burns agreed at the '54 Trek to serve the Club as Technical Advisor. Address questions on mechanical problems to him at 225 Reed Ave., Syracuse. John requests that a return addressed envelope be enclosed and that his answers be forwarded on to A-CN for publication.

Another appointment made at Syracuse was Athol Odell of Hill Arcade, Galesburg, Illinois, as CLUB JEWELER. Mr. Odell has already made available to our members a very beautiful gold lapel pin, 7/16 of an inch in diameter. These feature a large Franklin "F" on a hammered gold background, encircled with a ring of pale blue hard fired vitreous enamel bearing in gold letters the full name of the club and the Franklin Latin motto "Aura Vincit". They are $5.50 each, inc. Fed. tax. They are also available on earrings, cuff links, tie clips, etc. Details in Issue #7.

THE 1954 FRANKLIN TREK TO SYRACUSE.....

We planned the Trek with our tongue in cheek. Our goal was twenty cars and fifty people, and we did'nt miss by much: sixteen cars and close to seventy people. There would have been more cars except for the inevitable troubles that show up...as a matter of fact, we didn't get a car there ourselves. We also worried about the idea that practically nobody knew anyone else. Even the officers were mostly strangers to each other. Maybe we would just sit around like we have seen happen at other affairs. THAT was a lot of useless worrying - have never seen anything like it. Before noon of the first day, it was just a bunch of old friends. Nobody seemed to stumble on anyone's name, and if there were any bored people they surely hid it successfully. Somehow or other, the oldtime Franklin spirit rubs off the cars onto the owners.

There was a Board of Directors meeting at our headquarters, the Hotel Syracuse, on the night of September 2nd, just before the two day event was to begin. All Directors turned up as well as enough early arrivals to hold a pleasant impromptu dinner of eighteen that night. This writer got stuck as dinner treasurer that evening and he still owes somebody fifteen cents. He also managed to get himself stuck at the registration desk for five hours, got pretty hungry but a grand chance to meet and talk to everyone who came in.

Cliff Boram arranged a tour of the old plant and took practically everyone with him. Didn't get much of a report on that but imagine it was well worthwhile.

The hotel set aside tables for us that evening and again we had a nice dinner together, afterwards congregating in the headquarters parlor for a bull session. Just about everyone showed up and I don't think it was locked up until around one in the morning. In the meantime, of course, most everyone had been milling through the garage to look over the cars, among which were a 1934 V-12, a lovely 1933 Olympic, a 1931 Pursuit and a Pirate of the same year, a 1929 Airman Sedan which looked like it had just rolled out of the factory, a very fine 1925 Touring, four Series 9s in a row, two 1905 cross engine runabouts, and a few others of equal interest.

A regular meeting was held in the headquarters room Saturday morning. It was well attended and was productive of much that should improve the club. The present administration will continue for another year, while, in the meantime, certain By-Law revisions will be made to provide for a normal elective system before the next Annual Meeting. Several valuable suggestions were made concerning means of membership increase. Everyone seemed highly enthusiastic over the club so far and all seemed to think we can continue to build it "bigger and better".

In the afternoon we formed for an interesting parade to the Fair. The Syracuse Police Department provided a police escort extraordinary, but arrangements at the Fair itself were hardly what we expected, though imagine most of us enjoyed it anyway.

A coctail party was held just before the banquet and finally about eight o'clock the dinner got under way. The hotel had been most cooperative all the way and now served an excellent banquet without the usual delay where one table is on dessert while another looks vainly for their soup. Carl Doman, as principal speaker, gave us an excellent talk on many phases of Franklin engineering, production, and history (the speech is printed in full in this Issue - Ed.). Doman received the true accolade for the speaker - no one squirmed on their chair or fiddled with the silverware. Carl was followed by our beloved John Burns, who talked "off the cuff" for much too short a time about many of the interesting events and incidents of his many years with the Company. Four awards were presented by Cliff Boram, who incidentally was responsible for executing them. The awards and the winners were:

Best Car 1902 to 1922	Earl Buchman	1905 Roadster
Best Car 1922 to 1934	Kenneth Hagberg	1929 Sedan
Oldest Car Attending Trek	Stanley Wilkinson	1905 Roadster
Car Coming Longest Distance Under Own Power	Sidney Smith	1917 Cloverleaf

Later, the dinner meeting was thrown open to a discussion of next year's Trek. After a very little discussion it was the sense of the group that the Trek should become a Syracuse fixture. There was also considerable suggestion that other events might be arranged and held in other parts of the country. Don't recall just when the dinner was officially brought to a close, for it broke up into groups that stuck around for hours afterward.

"And so to bed", as all good writers say. The Trek was over. Now let's not piddle around. Get started on that favorite wind jammer for the Fifty-Five Trek.

* * * * * * * * * * * *

Here's a hand to Miles Amick, who dreamed up the idea of the Trek in the first place, organized it, spent countless hours working on it, wrote hundreds of letters, and at the last minute had to take on a great deal more work due to the unfortunate illness of the originally appointed Trek Chairman.

and TREK SIDELIGHTS.....as reported by Arthur Amick

Once during my Army days my outfit had been in rest billets long enough to be thoroughly bored with nothing to do. The Base wanted to move a bunch of buildings. I called in a little Buck Sergeant of mine, named Murphy, asked him if he cared to round up a detail and move these buildings for something to do, strictly volunteer, nothing official about it. Several hours later I dropped by the area. Work was in full swing. Murphy had rounded up his detail and was the undisputed boss of: eight Master Sergeants, sixteen Tech Sergeants, two Lieutenants, and several dozen assorted Sergeants and Corporals, all laboring lustily while Murphy directed. We always referred to it as Murphy's Gold Plated Detail. Today I saw something that couldn't happen. Harry Moore was having a bit of engine trouble with his 1931 Pirate, and after struggling with it for awhile, he called for assistance. Later I strolled over to see what was going on and saw the following list of helpers: H. H. Franklin, Howard S. Franklin, Gregory Keefe, John Burns, Harry Pettitt, Ed Marks, and Carl Doman. If that wasn't a Gold Plated Detail, I never saw one. (Harry Moore writes in that his Pirate never ran better and he asks that we publically thank the above named gentlemen for him. He says, "I would like to take them with me where ever I go". - Ed.)

Meredith, the Amicks, and Hubbard were coming back from the Fair in Tom's V-12. After we hit town traffic the big wagon began to run a bit rough, finally conking out within two blocks of the hotel. Tom expertly docked her in a No Parking area and informed us that it had happened before. "Vapor Lock", says Tom. So we all sat, fat, dumb, and happy for an hour waiting for the vapor lock to dissipate. At the end of another half hour the germ of an idea began to form in Tom's mind...so he put some gasoline in the empty tank and drove on. Can't say it was a brilliant example of the mental processes of any of us, but it was an example of true loyalty. Tom wasn't going to put a rope on a Franklin in its home town.

Meredith, who designed and executed that intriguing poster on "53 Years of Franklin Progress" was finally smoked out at the banquet. But did you know that he also was the one who suggested and fully carried out the beautiful gift to Mr. Franklin? (The gift was a desk pen set with two gold plated pens mounted on black marble. Between them was mounted a lion radiator ornament from a Series 11 car, also heavily gold plated. At the foot of the lion was a gold plaque bearing the inscription: "Presented to - Mr. H. H. Franklin - at Syracuse, New York, September 4, 1954, by the members of The H. H. Franklin Club as a token of their esteem and of their lasting gratitude for his having been instrumental in creating so many fine cars of high quality, inspired individuality, and uncompromising character".) When Meredith suggested it, he was of course stuck with carrying out the idea which included financing it from contributions, not the Treasury. The gift itself was the work of Athol Odell. Odell is the chap who has never owned anything but a Franklin in his life, and it's been a fairly long one. He is also the chap who expounded the creed that Franklins are ageless and he didn't, to quote him, "want to see the HHFC deteriorate into just another antique car club". I think he has something.

Another case of real loyalty is the Maynard Buchanans. Their car was not doing too well after getting a hundred miles out of Omaha, so they drove back home and flew into Syracuse. With people like that we can't lose.

The first to register were the Pommers from Connecticut. They did yoeman service by sticking by the registration desk most of the morning and acting as charming greeters. Incidentally their '26 Phaeton is a honey.

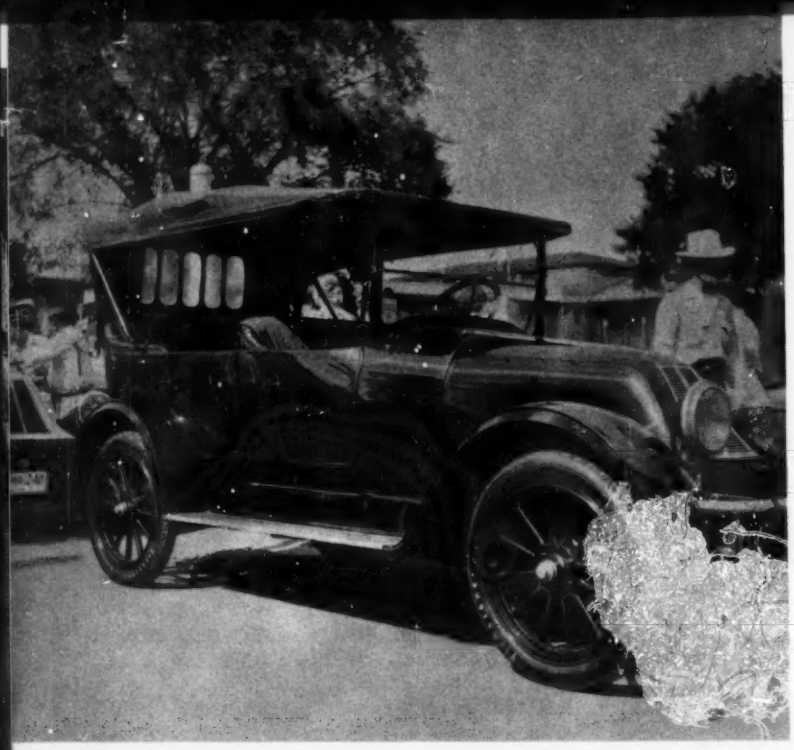
Did you see those two youngsters, Wilkinson and Buchman, cruising Syracuse streets in their '05 runabouts? Another highlight was the three daughters of Doc Boyer. The worthy Doctor himself is a grand chap, but he was overshadowed by "The Queen of the Thumb Thuckers" and her sisters.

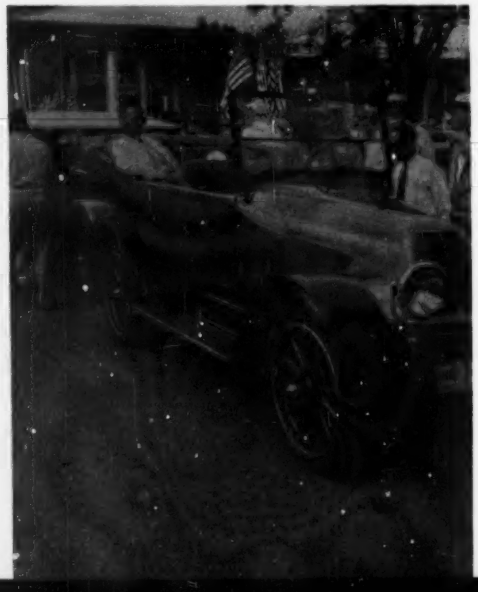
Doman and his slide rule was everywhere figuring out problems for everyone with troubles. He even pulled out that slide rule to figure out his banquet tickets.

If we ever give a free lunch for the owner of the most Franklins it will surely go to Karl Feather with his sixteen. Odell's nine should bring him a sandwich at least. Maybe next year Karl might fire up about a dozen of them and organize a Baltimore Caravan to the Trek.

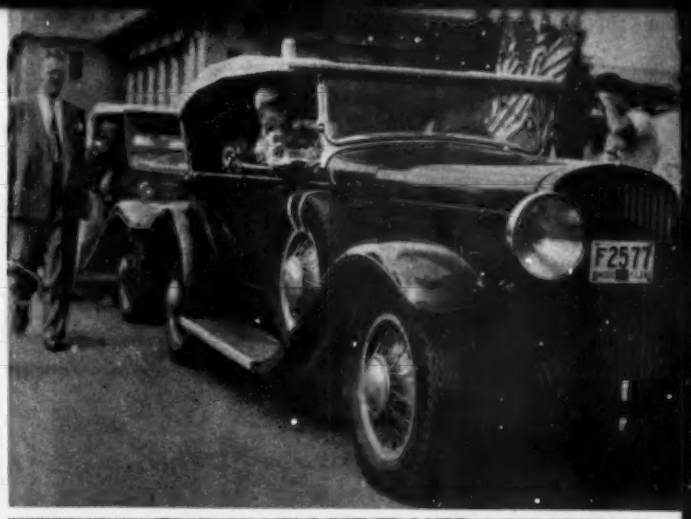
Dave Doman, Carl's son, deserves something or other. The Doman Franklin had resided under a porch for four or five years, then Carl gives Dave all of two weeks to get it ready for the Trek. It was there resplendent in new maroon paint...not quite dry.

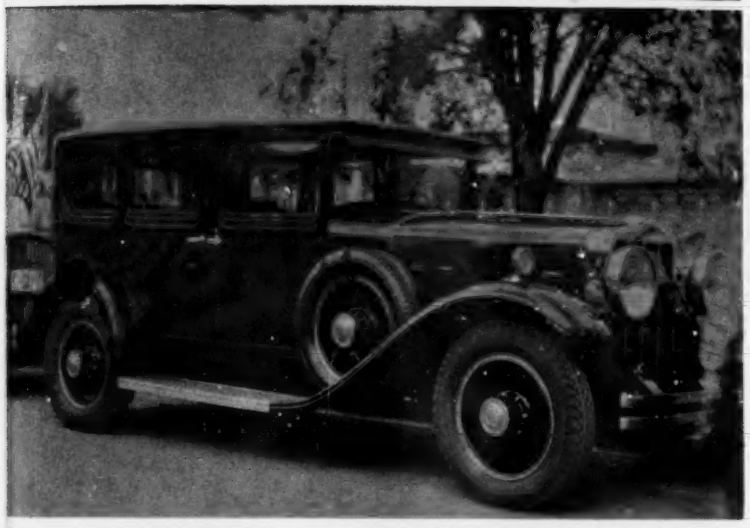
The great Transcontinental, Record holders, L. L. Whitman and C. S. Carris, were tendered a banquet in Syracuse on the last leg of their remarkable San Francisco to New York run in 1904. By mere chance, our banquet was held fifty years to the day later.



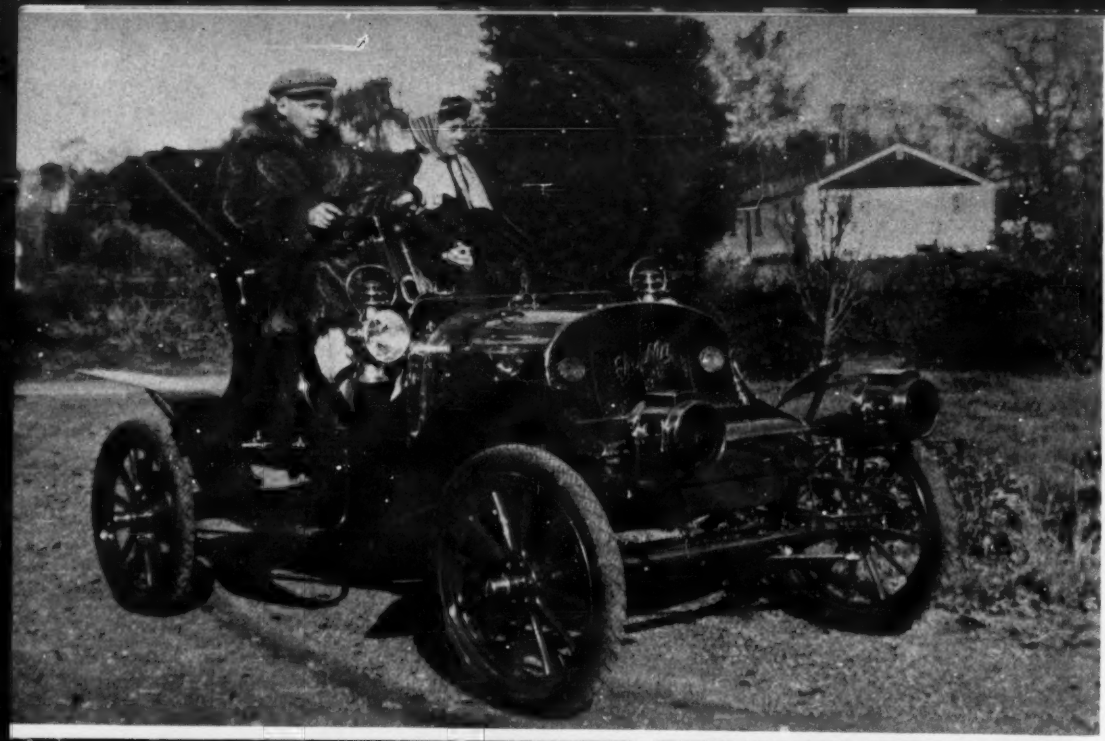


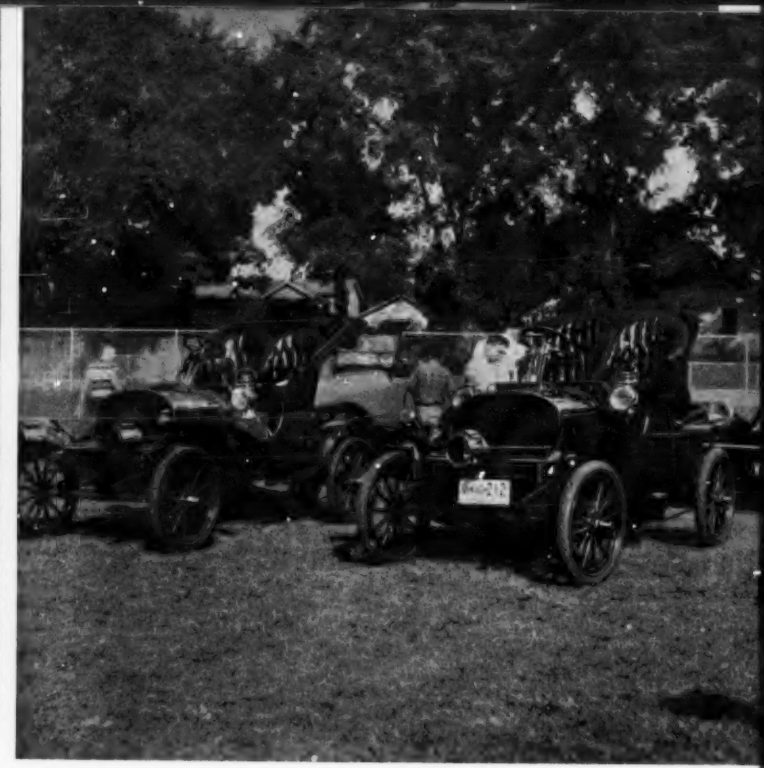
Series 9's at the '54 Trek: left, top to bottom: 1918 Touring of George O. King (incidentally, while your editor was driving his '34 V-12 west following the trek, Mr. King was having his V-12, which he bought following the ad in Issue #4, shipped east), the Clover leaf touring of Sidney Smith, and the Ray Rodgers' Touring. Top right: the cloverleaf roadster of Nelson P. Reynolds, and below this is a group scene showing some of the cars assembled at a Syracuse school yard following the flight from the N. Y. State Fair.

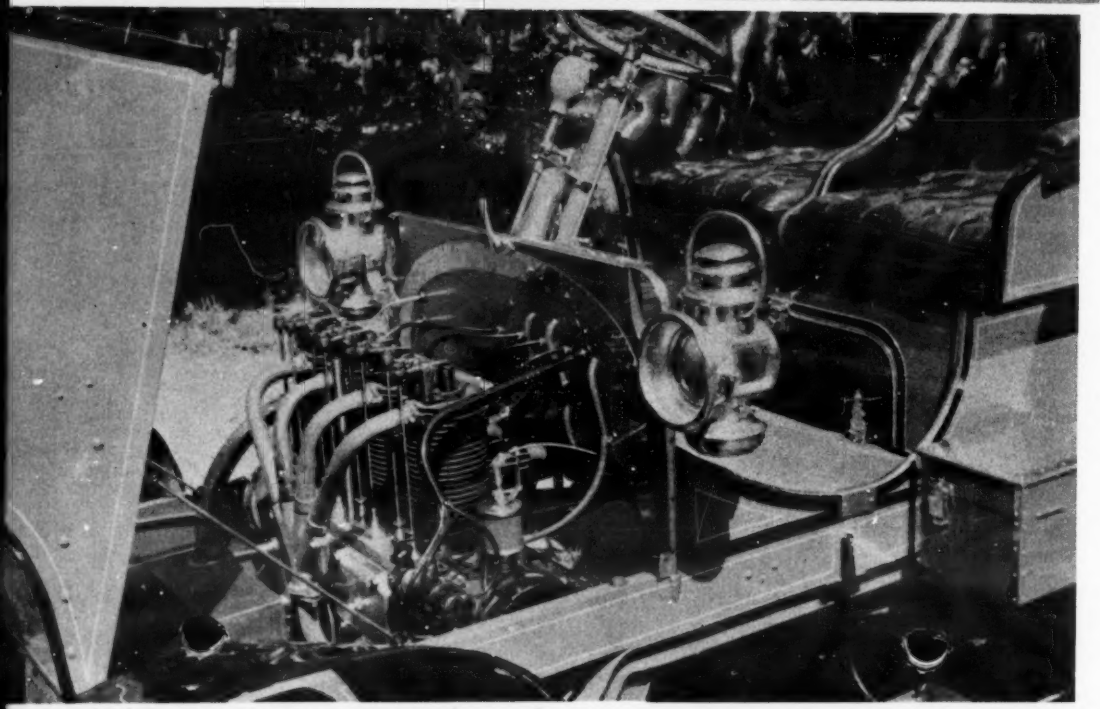




1954 Trek: Left, top to bottom: Harry Moore's 1931 Pirate Phaeton of Gold Plated Detail fame, Kenneth Hagberg's prize winning 1929 Airman Sedan, and Karl Doman's 1932 Airman coupe. Right, top to bottom; Marjorie Andrew's 1931 Pursuit Phaeton, the 1926 Touring of the Fred Pommers, John Manwell's 1927 Sedan (the car in which Mr. Franklin rode home from the State Fair), Karl Feather's 1933 Olympic Sedan, and Robert Clark's 1932 Conv.







1954 Trek: Above right: the Stanley Wilkinsons and their beautiful 1905 roadster which won the annual AACA prize for the best restored car of the year in that club. Below this is the equally beautiful '05 roadster of Earl Buchman. Above - a view of both cars, the Buchman car bearing the Ohio plates. Mr. Franklin's expression was one of disbelief when he came upon these two parked side by side in the Hotel Syracuse garage.

ODDS AND ENDS ON FRANKLIN

As an Easterner Remembers Them

In this part of the East, the only Franklin bonnets referred to as SHOVEL NOSE were the cross engine types.

The round hood was usually called merely ROUND HOOD, but occasionally BARRELL HOOD or STOVE PIPE.

The hood from 1911 to Series 8 was always called by its proper name, RENAULT; it was too full of character and dignity to be called anything else. Especially the period from 1911 through 1914.

The only one called SHEEP NOSE was the softened up version that appeared with the Series 9.

Do not recall ever hearing the term SLOPE FRONT applied to any of these Renault hoods or their later versions.

The late Series 9 and 10 were called merely FIAT hood.

The DeCausse version was generally called the SQUARE NOSE.

After that they looked like everybody's car and I do not recall any special names for them.

A common term in these parts for those addicted to Franklin was WINDJAMMER.

The Franklin outfit made a great point of calling their cars DIRECT AIR-COOLED; the INDIRECT AIR-COOLED BOYS used to fill their prospects with a lot of propaganda about the Franklin being oil-cooled, and despite the independently observed oil consumption tests this BIG LIE stands to this day. Remember Hitler's success with it?

The weird stories about Franklin persist today as witness the "recollections" of H. W. Bowman who comments upon "push up the spark lever.." on a 1916 Franklin, and the late Mr. Mussellman who states in his generally excellent book that his father used to stop their 1913 by putting it in gear, pulling on the hand brake and letting in the clutch to kill the engine....it seems odd that the elder Mussellman never learned about the needle valve. Why otherwise intelligent people cannot differentiate between a correct high operating temperature and overheating is hard to understand, but they don't, so forget it.

The country roads around here used to be two inches deep with fine dust in Summer. Everyone tried to prevent us from passing for once ahead that old Sirocco fan kept the following cars about a half mile astern.

This mountain country was tough on all cars in the early days; the Franklin boys learned a special trick..going down a mountain we of course left the car in gear, then closed the needle valve and kept the switch on, this gave us a nice cool engine to tackle the next mountain as well as conserving gasoline. The water logged boys secured somewhat the same results by opening wide their throttle and cutting the switch, only every now and then they would blow their mufflers clear off the car when they hit the switch again at the bottom of the mountain.

That needle valve was a primary driving control to the old Franklin man. We varied it with every change of temperature, barometric pressure, altitude, day or night driving or other varying conditions that call for differing mixtures. In the hands of a good man it was one of themajor secrets of Franklin's unrivalled gasoline economy and its use became as automatic as that of the throttle.

Franklin, with such men as Clayt Carris, Johnny Burns, Averell, and others, used to be right up at the top in the old Reliability Runs and Economy Runs that were so frequent and popular in the earlier days. As a matter of fact, the Franklin was barred from most Economy Runs towards the end of the period. Kind of amusing when you think of it --- elaborately planned contests to select the SECOND BEST car....Incidentally Carris' initials were C. S., and throughout the trade he went by the nickname CLEAN SCORE CARRIS, earned by the frequency with which he turned in perfect scores in these runs. Mrs. Carris and Johnny Burns still live in Syracuse. Averell, as most Franklin people know, was the first actual purchaser of a Franklin car.

NOTE: The full text of the address by Carl T. Doman, "Franklin: Its Men and Motors", which was delivered at the Syracuse Banquet, September 4, 1954, will be carried in Issue No. 7, the first issue for 1955. CORRECTION: The wheelbases for 1928 Airman models were 119" and 128", not 125" and 132" as stated in Issue No. 5. Wheelbases in 1929 were 120", 125", and 132".
Issue No. 7 will contain a list of those members attending the '54 Trek to Syracuse.

THE TWO JOHNS

Before the days of powered mowers, fathers universally dedicated the task of lawn mowing to the boys in the family. Of course today the picture is reversed. Dad loves to follow the mower as it is driven about with a direct aircooled engine. But, to revert back to 1913, my father often stated, "Carl, the lawn is yours to mow; it developes muscles, concentration, etc." So, that was my occupation one beastly hot summer afternoon, when I glanced up as a big black Franklin car drove by on the Hollow Road to Jordan in my home town of Elbridge, New York. Just why I paid special attention to that big car I never knew, but in it was John Wilkinson, the co-founder of the Franklin Automobile Company, and his beloved son, Jack. I had never seen Mr. Wilkinson or Jack before, but I knew them. Why? Because I had seen Mr. Wilkinson's picture many times and had often heard my father remark that Jack Wilkinson was his Dad's constant companion.

That evening I learned that Mr. Wilkinson and Jack had stopped at my father's factory in Elbridge to discuss the Entz non-stall starter which Franklin purchased from the Dyneto Electric Company. Mr. Wilkinson's close friend and neighbor, Carl Amos, had invested $8,000 in my father's company in 1910. He sold Mr. Wilkinson on the ability of my father to engineer and produce just what Franklin needed - an electric starter.

Mr. Wilkinson and Mr. Amos were direct opposites. Mr. Wilkinson was a deep thinker, always deliberate, and a great analyst. Mr. Amos was impulsive, a poor analyst, but a great person with a big heart, who held malice toward no one. Together, these opposites fished, hunted, and argued. My family owes them much.

The companionship of Mr. Wilkinson and Jack continued until the son's stay on this earth was so untimely terminated in 1944 just as he had demonstrated to the industrial life of Syracuse that another Wilkinson was ready to carry on the traditions of the world famous engineer and manufacturer, John Wilkinson. But, more about that later. We must introduce the other John of this story John L. Burns.

In 1918 my father's concern, the Dyneto Electric Company, developed co-operatively with H. H. Franklin Company a trench lighting plant for the United States Signal Corps. As a boy of eighteen, I was assigned the night shift to observe the generator characteristics, while Ed Marks, a young engineer and later my boss and partner, was assigned the responsibility for the engine operation. Since Dyneto was the prime contractor, it was responsible to the government for meeting specifications.

The unit developed the rated output, but the voltage fluctuated violently due to engine surging. Ed Marks was unable to cope with the erratic operation, so put in a frantic call to his boss, Louis Stellman, Assistant Chief Engineer of Franklin. Louis Stellman fussed and fussed with the governor, but the trouble persisted. Then he called for Ralph Murphy, the Chief Engineer, then only 30 years old. Murphy was an outstanding engineer having been elevated to the chief position after success as Service Manager. Ralph Murphy came to the Dyneto plant where the testing was concentrated. He turned this and turned that, but the "hunting of the governor persisted". Finally, after backing into the exhaust pipe and losing the patch pocket of his new suit, he said to Ed Marks, "Get Johnny Burns, if he can't fix this no one can." To me Johnny Burns was just another person. I had never met him. I concluded that if the "big brains" of Franklin couldn't correct the condition what could a small underling like Burns do. Later I found my observation so erroneous.

In about thirty minutes the receptionist announced "Mr. Burns is here." Ed Marks went to the lobby and escorted the important Mr. Burns to the test area.

Immediately I saw more action, more energy displayed than ever before in my life. John Burns was a slight man of about 36 years, sandy hair, and a barking sharp voice. Immediately I was sold that here was somebody. I was amazed with the respect with which Murphy, Stellman, Marks, yes, and my father paid this man who had been described as "a good mechanic."

To make a long story short, John Burns found the basic trouble in the design of the governor. He proved later very definitely to Mr. Pierce, President of the Pierce Governor Company, Anderson, Indiana, the fault. The governor was redesigned, the generator set accepted by the Signal Corps and production was underway. From the date of the original sketch by my father for Captain Flowers of the Signal Corps to the first test, just twenty-one days elapsed. An outstanding accomplishment for both the Dyneto Company and The Franklin Orgainization.

This was my first introduction to John Burns, an outstanding engineer, self-trained I will admit, and outstanding man in many areas, and my close personal friend (even though we have many terrific arguments) for thirty-six years. Thus the other member of the two Johns.

First let us learn more about John Wilkinson, as his life and accomplishment materially affected that of John Burns.

Mr. Wilkinson was born in Syracuse on February 11, 1868 one of five children of Joshua Forman Wilkinson and grandson of John Wilkinson, first Syracuse Post Master who gave the city its name and who was head of the Syracuse and Utica Railroad nucleus of the present New York Central System.

Educated in Syracuse schools he was graduated in 1889 by Cornell University where he was an outstanding athlete participating in football, baseball, and tennis. Even in 1880 he participated in another sport, bicycle racing, and became one of the country's leading racers. Later in 1895 he designed and patented the "Syracuse quadruplet." This cycle was the fastest in the world establishing a record of 1:45 for a three lap track.

After college he became associated with C.E. Stearns & Company of Syracuse as a machinist. (How different from today. What young graduate would condescend to work as a machinist.) Next, he worked for Henry R. Worthington Pump Company of Brooklyn, then returned to Syracuse to become a draftsman at the Solvay Process Company. After four years at Solvay where he learned the fundamentals of design, so very essential to sound engineering, he joined the Syracuse Cycle Company manufacturers of "the Crimson Rim." There he worked as an engineering draftsman for four additional years. It was while he was employed there that in April, 1896, he married Edith Belden who remained his counselor and guide until his death. (Thanks to Mrs. Wilkinson I am able to include many additional interesting items in this story.)

In 1900 Mr. Wilkinson invented an air compressor self-starter- the first self-starter for an automobile (Kettering claims he invented the starter in 1911). He showed it to a group of friends and out of it came the New York Automobile Company with George H.Bond Sr. as secretary and with Ernest White as Prime Mover. Associated with this endeavor was Fred D. White, Arthur R. Peck, Edward N. Trurp, Alexander Brown, founder of the Brown Lipe Company, and Louis Will of Will & Baumer Candle Company.

Mr. Wilkinson always an exponent of light compact design did not hold much hope for the starter due to its bulk. However, in the development of the starter Mr. Wilkinson built three Pilot Model Air-Cooled Cars. Later this endeavor, fortunately, disintegrated due to Mr. White's death and Mr. H. H. Franklin thereby entered the picture.

Like a great many inventors, John Wilkinson arrived at that point in his life when it required something more than enthusiasm, something more than draftsmen's drawings, to build machines. He needed money.

One day when he was visiting the C. E. Lipe shop, where the Franklin die-casting business was located, he met Mr. H. H. Franklin as he was about to leave and go down-town. Mr. Wilkinson invited Mr. Franklin to take a ride. In that short trip to the center of the city, Mr. Franklin saw the unlimited possibilities that there were in the automobile in the future, particularly the air-cooling feature. Following his ride, he had a chat with Mr. Wilkinson and learned considerably more about Mr. Wilkinson's ideas.

Shortly afterward Mr. Franklin interested Mr. A. T. Brown in the automobile idea. Between them it was agreed that Mr. Wilkinson should drop all previous experiments and start anew. At the same time, Messrs. Brown and Franklin, operating under a firm of that name, took over the building and promotion of the Franklin automobile. The initial work of the Company was financed by equal amounts put up by Mr. Brown and Mr. Franklin. So great was Mr. Franklin's faith in the proposition that he borrowed every cent of this money. Later Brown and Franklin were bought out by the H. H. Franklin Manufacturing Company, makers of die castings.

Mr. Wilkinson signed a contract on July 1, 1901, and began the development of the Franklin car. The first drawings were made in the offices of the H. H. Franklin Manufacturing Company, at that time located just a block away from the present Carrier Plant.

Picture, if you can, a little frame building with small offices on the second floor. The original force consisted of six or seven people. In one corner, with a drafting board in front of him, sat John Wilkinson. The bookkeeper, the stenographer and others were at desks and tables,here and there. Back in the original machine shop were two mechanics. These two men were building the first car. For two months they had worked shaping up this part and shaping up that, until the day came when they had a complete car. It took those men two months to build it, at a cost of $1100. "Just think of it," said Mr. Wilkinson in 1921, "I don't believe that we could start in to build a new car now for $11,000, letalone $1100.

At the outset, it was determined that the first car should contain a four cylinder motor. This was done to provide smoother riding. Single cylinder cars, at that time, jumped like a jack rabbit as they puffed along. Mr. Wilkinson immediately began to design a four cylinder motor that would eliminate this disagreeable feature and the Franklin became the first car

with that type of motor on the market in America.

From the very beginning, John Wilkinson's sole idea was to build a car that would be light in weight and economical. In addition to this, he believed that it should be the acme of simplicity, so that the owner of a Franklin Car would have as little as possible to do with it mechanically. Even the first drawings contained the idea of a self starter. This starter was to be operated by compressed air.

As an engineer, Mr. Wilkinson knew that excess weight was not necessary to hold a car to the road. "In fact," he said, "it is easier to make a heavy car. In order to build a light and efficient car it required more thorough designing and choicer materials. Of course, the finer they were made, the more expensive the making of the car became. But we accomplished what we were aiming to do - namely, to make the car more serviceable. The finer parts had to be carefully adjusted, and that, of course, meant more work and took more time to assemble the car."

As long as Mr. Wilkinson remained in the Franklin picture wood frames and "wood sills" were used. The original machine was made of only the best quality of materials available and was designed scientifically to fit in with the idea of light weight and flexibility.

"Why did you decide on using wood for your sills instead of steel?" Mr. Wilkinson was asked.

"That seemed to me the most natural thing to use," he said, "because wood was the lightest material of great strength that we could find. It has been brought out, as you know, thousands of times, that the wood sill absorbs the shocks that the machine receives while traveling over the roads. It was just another step in making the car as light as possible. Any one knows that light weight is essential to efficiency," he ended.

All Franklins through series 19 of 1934 except for series 17 and 18 were equipped with full elliptic springs. This was part of Mr. Wilkinson's original conception as to the best method to insure ease of riding. That the adoption of the full elliptic springs assured easy riding, can be attested by the thousands of enthusiastic, comfort-loving Franklin owners of the past fifty years.

Slowly, but surely, the day came when he felt that he had built a car that was reliable; that would run; that would be of satisfaction to its owner. The third car manufactured under Mr. Wilkinson's direction, was sold to Mr. S. G. Averell of New York City. The first year there were thirteen automobiles manufactured and of these eleven were sold. The next year this number had increased to one hundred and eighty-four, and two years later to seven hundred and twelve.

Little by little the Company progressed. They moved into bigger quarters and each year they saw the necessity for using more space. Ground was broken, buildings went up and still more followed. In all this time, it was John Wilkinson's genius that guided the mechanical development of the Franklin Car. Over every obstacle in years, when the whole nation's business ebbed, and then when it went up and up and money flowed freely and demand far over-reached the supply, he never deviated from the original, fundamental, mechanical principles, except to make improvements that were a positive betterment in the efficiency of the car.

By 1921 when Mr. Wilkinson was honored on the Twentieth Anniversary of the Franklin Car, 70,000 had been shipped. The Franklin was sold in 525 cities in the United States and in twelve foreign countries. From one small building housing sixty-five employees in 1901, in 1921 the Franklin plant covered thirty acres, occupied eighteen large buildings, and employed 3200 loyal workmen. A finished car rolled off the final assembly floor every thirteen minutes; certainly, a great tribute to John Wilkinson and H. H. Franklin.

Even in 1921 at a time when most men were content to sit back and say, "I have finished; my job is complete,' John Wilkinson was found on the job in close touch with all mechanical advancements and improvements not only of the Franklin Car, but also for all automotive industries, aircraft, transportation, etc.

A book could be written solely about Franklin's participation in World War 1, but we will only touch the high points. Of course, backing up Franklin's marvelous Production and Engineering Department was John Wilkinson.

Mr. Wilkinson was selected to co-operate with Cal Vincent of Packard in 1917 to design the Liberty V-12, a 450 Horse Power Aircraft Engine. If I recall correctly, Mr. Wilkinson was assigned the responsibility for the Laboratory System. Other engineers were assigned specific areas, so this marvelous engine was developed in a minimun time and with minimum troubles or "bugs" as they are often designated.

No doubt, Mr. Wilkinson protested the use of water cooling, yet he was the good soldier and went along when direct air-cooling was side tracked temporarily, at least. Later,

the engineers at McCook Field at Dayton, the predecessor to Wright Field, did develope a direct air-cooled Liberty V-12 engine. There basic experiments were the basis for later air-cooled cylinder designs used during World War II and today in our military as well as commercial aircraft.

While Mr. Wilkinson was assisting in the development of the V-12 Liberty engine, Franklin's manufacturing boys concentrated on mass production of vital parts for the Rolls-Royce engines. In fact, great additions to the factory were erected so that when World War I was terminated, Franklin's facilities for producing automobiles were most complete and as modern as any in the industry.

Mr. Wilkinson's basic engineering philosophy was quite different than that followed by other designers. Mr. Wilkinson often said, "If you design so a part never fails you are carrying around needless material; in a good design a part fails once in a while." Charles Kettering in another way expressed the same thought when he said, "The more the cast iron the less the brains." In other words, good engineering entailed light weight design using material light in weight, but high in strength.

The rear axle designed by John Wilkinson in 1913 still stands as an outstanding accomplishment. It incorporated a simple cast gear housing into which was pressed and riveted tubes on the end of which were mounted the brake assemblies. The ring gear and pinion were carried on ball bearings and were always kept in proper relation to each other. Axle gear noise in a Franklin was a rarity. In 1954 it is a major problem for automobile makers. Also, in 1954 the basic design of the Franklin axle is followed by Lincoln, Mercury, Nash, Studebaker, and others.

Mr. Wilkinson always resisted increases in weight. His rear axle pound per pound was the lightest in the industry. Many in the Franklin organization suggested a malleable iron center housing instead of aluminum. They argued that it should be stronger and cost less. Mr. Wilkinson disagreed as far as strength was concerned. Cost was secondary. He decided to demonstrate dramatically the rigid features of his design. Accompanied by Ralph Murphy, Ed Marks, Harry Digney, General Manager, of Oberdorfer Aluminum & Brass Foundry, makers of Franklin castings, he proceeded to the roof over the sixth floor of the Franklin plant with a regular aluminum axle center housing, a duplicate housing in famous Oberdorfer zinc alloy and a cast iron housing. He then threw the castings one after another over the side of the building down onto the concrete court. Next, the group darted down the stairs to the ground floor - elevators were just too slow. Jubilantly, Mr. Wilkinson pointed out the "projectiles." The cast iron housing and the regular aluminum housing were cracked in many pieces. The Oberdorfer "V" alloy was intact, not a crack, in perfect shape. Franklin specified the "V" alloy for immediate production. Cast iron housings were forgotten for several years until Mr. Wilkinson no longer dominated the engineering activities of the company.

The average engineer invariably designs a part such as an exhaust manifold or an intake manifold to be made in cast iron, a heavy, low strength material. Mr. Wilkinson was the average engineer? Never. Mr. Wilkinson designed his manifolds to be fabricated from light weight thin wall steel tubing, just like aircraft engines use. He longed for the day when he could use aluminum tubing, but that day never arrived for him. Today, aluminum intake manifolds are universally used in aircraft. Mr. Wilkinson's vision was unequaled.

Contrary to the policies of most automotive companies producing cars today, Mr. Wilkinson designed so that the majority of the parts were built in the Franklin Plant. It designed and manufactured the complete engine including the carburetor, the bearings, connecting rod forgings, valve springs, pistons, etc. It also manufactured transmissions, front and rear axles, steering gears, stampings, bodies, instrument panels, etc. Possibly, it could be argued that a parts specialist could do a better job, yet what part specialist ever came near designing with the finesse of Mr. Wilkinson and his associates.

I have mentioned often Mr. Wilkinson's designs. Actually, no one engineer is responsible for an automobile. I actually mean that Mr. Wilkinson so inspired his engineering associates in his philosophy of design that the entire organization operated as one. In short, we all believed that Mr. Wilkinson's basic theories were correct. History has proven that he was correct, otherwise, Franklin would never have been first so many times. Just look at the following list of firsts:

First 4-cylinder engine (1902). Original model built in 1898.

First in scientific light weight and flexible construction (1902. Fundamental features, such as light unsprung weight, full elliptic springs and air-cooling appeared in first car marketed.

First in valve-in-head cylinder (1902). This construction used from the first Franklin built.

First in throttle control (1902).

First float-feed carburetor (1902). As simple as the carburetor throttle control and float-feed now appear, they were never used until Franklin showed the way.
First 6-cylinder engine (1905). This engine was exhibited at the 1906 New York Automobile Show.
First to employ drive through springs (1906).
First to use transmission service brake (1906).
First to adopt automatic spark advance (1907).
First to use individual re-circulating pressure feed oiling system for engine (1912).
First to use exhaust jacket for heating intake gases (1913).
First to use an electric carburetor primer to facilitate cold weather starting (1917).
First to use case-hardened crankshaft in regular production (1921).
First to use centrifugal air-cleaner for carburetor (1922).
First to use Duralumin connecting rods in regular production (1922).
First to employ narrow steel front body pillar construction (1925).
Pioneered aluminum pistons (1915).
Pioneered closed bodies. First production sedan (1913).

Another very important first was his assistance in founding the Society of Automotive Engineers. In 1947 he was honored for life membership at a special meeting in Syracuse. I can well recall that evening. Mr. Wilkinson was so calm. The honor, great to the audience, meant little to him. He was so modest and great this night as always.

As we look back from 1954 to 1901, we see more evidence of Mr. Wilkinson's great contributions. Here today overhead valve engines are claimed to be a recent innovation, yet Franklin cars always used them. To handle the high compression ratios of today seven bearing crankshafts in six cylinder engines or five bearing in V-8 are needed. John Wilkinson always used the multibearing design.

In 1920 the Franklin directors concluded that the fundamental features of the Franklin Car should be incorporated in a low price vehicle. One that would sell for $1,000. So, additional stock was sold, acreage was purchased on Thompson Road just opposite the Oberdorfer Foundry, and a separate organization was set up in a building on South Salina Street to design, develop, and prepare for production of this new small car.

For Engineering James L. Yarian was drafted from Franklin's truck activity. For Production an old master was chosen, Joseph Baboock. There they then surrounded themselves with outstanding associates.

Mr. Wilkinson was enthused as the cars took form. He, like Henry Ford, believed in cars for the masses.

Eventually the cars were assembled then road tested. Every one was enthusiastic. The performance was very satisfactory and the riding quality outstanding. I well recall the car as I had decided to join the Small Car Division directly after graduating from the University of Michigan. Then as suddenly as the project was started, it was stopped. Why? No one seemed to have the answer. However, as I look back on the situation through the eyes of a mature person rather than through the eyes of a twenty-two year old, I believe it was simply the lack of capital. Large production would have required high sums for working capital. In 1954 as I regretfully look back on the Small Car project I can see the turning in the road for Franklin. Had it been able to continue with this car I am convinced that "Franklin" would be another Ford, or another Chevrolet, or another Chrysler in sales volume and industrial strength.

The termination of the Small Car Division meant that I was out of a job for a few hours. I immediately hired out as a student engineer under Ed Marks at the main Franklin Plant. Thus, was re-established an association and friendship which still is as strong as Gibraltar.

It fascinates me how Franklin could pioneer so many engineering advancements with minimum expenditures. I can only say that in Franklin's Engineering Department there were no specialists. Every engineer was broad. He could design, he could develope, he could compute costs, he could design production fixtures, and he always produced a design that was practical. Today the direct opposite is used. It is a day of specialists; only the big division saves the day. Millions of cars produced offset expensive designs.

Mr. Wilkinson's designs were never complicated. Take the unit power plant produced first in 1921. Here for the first time the transmission was mounted directly on the engine. Today as I look at that 199 cubic inch engine I remark what a simple low cost design. Why can't the basic features be reproduced in 1954. Its inherent low costs would startle the industry.

In 1954 engineers make great claims for new automobile engine developments. They

infer that large base short stroke engines are new discoveries. Yes, amusing when one realizes that John Wilkinson promised this relationship in his first air-cooled engines.

In the Society of Automotive Engineers transactions Volume I, 1913, Mr. Wilkinson presented a lengthy discussion with basic calculations on the effect of the Relation of Stroke and Bore in Auto Engines. Wilkinson designed Franklin engines were truly designed, not developed by cut and try as were so many of the early power plants. Fortunately, I have the complete transactions of the Society since its incorporation in 1909. In many of these volumes Mr. Wilkinson's contributions stand out as classics. He discussed with authority not only engines, but steering, transmissions, riding, etc. We could spend hours reviewing his most interesting observations. A great engineer, Mr. Wilkinson, a great man acknowledged as such by this great engineering society many, many times during his career.

While Mr. Wilkinson after 1921 assumed less and less production responsibility, he had more time for original thinking. He experimented with new types of suspension, sleeve valve engines, rotary valve engines. In fact, he was way ahead of the rest of us, yet he was always available for consultation and advice. Young engineers were always welcome for counsel. Mr. Wilkinson always welcomed new ideas and he expected young engineers to have them.

In 1924 Ed Marks came to me and said, "Carl, you have been working alone after the big layoff early this year. You are going to have a helper, Jack Wilkinson." This news pleased me immensly as I had looked up to Jack ever since I had seen him in 1913 riding down Jordan Road with his father.

Jack was a willing helper. He learned to use hand tools very readily. He operated the electric dynamometers, observed our test engines like a veteran. Mr. Wilkinson would occasionally drop by with an excuse to chat with Jack. Truthfully he wanted to see with his own eyes the progress of his son. I am sure he was satisfied and proud. He often thanked me when Jack wasn't around.

The summer was just too short. Jack returned to school and the Engine Laboratory or the "dog house" as we called it, returned to my sole custody. I will always remember Jack as a fine young man with great possibilities.

Mr. Wilkinson decided to leave Franklin in 1924 for reasons never explained. His departure was a great shock to all who knew him. Immediately he began development work for Dodge Brothers then headed by his old friend Fred Haynes.

Surprising as it seems, his first effort was the Dodge water cooled "Victory Six."

Some argued that he specified water cooling in the Dodge as a spite to Franklin. Those men such as John Burns, Ed Marks, Ralph Murphy, who knew him intimately said, "Never." He designed a water cooled engine simply because Dodge Brothers demanded it. Mr. Wilkinson was assigned a definite task. He was paid for it and he did the job successfully.

Mr. Wilkinson in his retirement kept active and his mind couldn't be content unless it was active. Just to illustrate his mental processes, even in 1950 he was fascinated by jet engine development. I am quoting from a letter written me by his son-in-law Alden Sherry, a member, incidentally, of Captain Eddie Rickenbacker's squadron and today a very close friend of Mr. Rickenbacker.

"I was a fighter pilot in France in 1917-18 and in 1941 was asked to come back in the Air Force. In '42-'43 I was stationed in England and North Africa (Sahara Desert) and in '44 in Italy (a tough campaign). In between I went to India, China, and Russia with Eddie Rickenbacker on a mission for Secretary Stimson.

"When I got home my father-in-law was full of questions. I went back to the Le Rhone engines that powered our transports in '17-'18 and wound up with the first jet our pilots had ever seen. It was in Sicily and I think the fall of 1943. We know the Italians had developed a jet and we came to the conclusion this one had been hidden out in the Sicilian wilds.

"Of course, he wanted to know all about it, but as we were still flying radial engines, I was of no help.

"To make a long story short, about 1950 the National Guard Squadron here received some jet aircraft. In the meantime, I wrote to the top man on aircraft per G.M. in Detroit. (I forgot his name). He had worked with J.W. on the Liberty in Detroit in 1917-1918. I asked him if he would send J.W. all the jet stuff he could part with. Well, the stuff he sent him kept him happy for a year. Then one day he asked me to take him out to Hancock Field. When he got there he said he wanted to see a jet. We found one on which a young lieutenant was working.

"He invited us to climb up and look it over. For about fifteen minutes J.W. inspected it, then he started asking question of the officer. Well, at the end of the next fifteen minutes the poor guy was in a state of exhaustion.

"He took me aside and quietly asked, "Who in hell is this old bird?" I gave him a quick history. "Well, how did he become so familiar with jets? Don't tell me he had one in

a Franklin."

"No," I said, "This is the first one he has ever seen." He looked at me a long time. Then as he started to walk away, he kept saying, "I can't believe it. I can't."

Mr. Wilkinson's life was most complete. He was fortunate for fifty-five years to have a most wonderful wife. She still lives in Syracuse at 1065 James Street and, frankly, has wanted for many months to review this story of her husband so interlocked with that of John Burns. Mr. and Mrs. Wilkinson were blessed with three fine children, Jack Wilkinson, Helen Wilkinson Blagbrough, and Anne Wilkinson Sherry. Today only Anne survives. However, Mrs. Wilkinson today is content. She has her seven grandsons, four granddaughters, and twelve great-grandchildren. All listen most willingly to grandmother's stories of grandfather Wilkinson's accomplishments. Can you blame them for being proud of a grandparent who has contributed so much to automotive progress? I know of no one who has contributed more.

JOHN BURNS

When I joined the Franklin Engineering Department at the main plant for my 1921 summer "vacation", I was agin introduced to Mr. Burns. Later I knew him as Johnny Burns. He was Mr. Burns to young near-engineers as he was famous - famous for his exploits in driving contests, famous for his unusual wit and famous for his natural mechanical ability - his ability to engineer and build a product all by himself - characteristics so lacking in the young engineer of 1954.

Since I worked on the night shifts during my 1921 summer vacation I saw little of Johnny, but I did hear of his exploits from the boys on the day shift as we chatted at shift change. Typical of all "shops", the night men must get the news from the "lucky" fellows who work on the day shift. Of course the boys on days envy the ones on nights as "they get away with murder".

So Johnny remained the great Mr. Burns until I came to know him better after I returned to the main plant in the fall of 1922. My first recollection of John that year was at a student engineers' party at the Woolcott Dining Room in Syracuse. Twice per month the group was brought together. Topics for discussion were passed out after an unusually good fifty-cent dinner. At my first meeting I discussed "Power Increases in Automobile Engines from Application of Moth Balls". I discussed in very "technical" language the increase of output (you see I had recently graduated from the University of Michigan), the increase in acceleration, the races I had won in my "Ford Bug", etc. After the meeting John took me home in his 9B Franklin, as I was boarding in the Bellevue section, a short distance from John's residence on Reed Avenue.

Driving home that night John flattered me. He congratulated me for my "moth ball" speech. He stated that I had contributed much that evening to the complicated problem of "petroleum chemistry". Needless to say, from that time on, John was my hero, my friend, my counsellor, and my guide.

John had not singled me out even though he was a friend of my father except for one thing - his interest in young men. He went out of his way to help young men who were respectful and loyal to Franklin and who would work. My father's training included the appreciation of good hard work seasoned with gumption, so he and John had great respect for eas other.

Many thought John was friendly with the young engineers solely to gain their favor since some day one or several might well be directing Johnny. Truthfully, John needed to gain no one's favor. He automatically had the respect of everyone. He feared no one, including Mr. Franklin, Mr. Wilkinson, or any of the lesser executives, or their wives, except possibly Mrs. Doman.

Noonday lunches were memorable. John and I often ate at a little store on the corner where the waitress eventually eloped with one of John's mechanics, a married man. How John despises that man. I am sure fireworks would start now, thirty-two years later, were I to mention the name.

With lunch over we would rush back to the Experimental Department where Johnny seated at his desk was immediately surrounded by the boys waiting to hear John's oratory. Here the affairs of the world, the United States, the State of New York, the City of Syracuse, and The Franklin Company were settled once and for all - until the next day.

I well recall the discussion about Charles Lindbergh's New York to Paris Flight. Burt Wolcott, foreman of the experimental machine shop, brought down John's wrath with the remark

"another damn German had to do it". John was Irish - his dander was up - he believed in fair play and Wolcott's remark was out of order. John certainly handled the situation. Shortly Burt Wolcott took a leave of absence for a California trip. When he returned Ray Westcott, a very accommodating young but capable man, was in charge and Wolcott worked in the tool room as a machinist. Yes, John had power, great power in the Franklin organization.

John enjoyed the association of the young engineers. He was ever watchful of their interests. He could spot trouble under the most innocent-appearing situations and often "tipped off" the boys to "look out". One day he found Bill Simmons at his desk sound asleep. John cautiously listened to Bill's breathing and then said "Bill, Bill", then gently shook him and said "Bill, Ralph Murphy (the Chief Engineer) is just coming up through the shop". Bill yawned, stretched, and said "Go away. I was just concentrating." Bill was saved possible. Yet no one ever fooled the fox, Ralph Murphy.

John ruled the Franklin Experimental Build Up and Test Department with an iron hand. I often pictured him as the bull in the woods, a ruthless mean individual, yet I knew inwardly he was kind, mellow, and appreciative of his men's efforts.

For engine assembly he had two marvelous mechanics, Bill Hachett, a fine gentleman, and Bill Morriss, a man who delighted in the taste of salted peanuts flavored with home brew. John ordered, directed, and threatened, yet both these boys just plodded along, did their work with greatest skill, and just grinned at John. Another interesting pair was Walter and Bill Gooley, who were assigned to assemble the new experimental cars. One day, after delivering an unusally frank, direct, and pointed lecture on some mechanical point, John suddenly realized that he had gone just too far so he changed his approach. He said "Boys you know I don't mean things as I say them. I mean no harm. You are tops understand." Walt spoke up and said "O.K., Johnny, we will just laugh at you." John then did scream "No - No - Don't do that - Anything - But don't laugh!" He then delivered another lecture never to be forgotten. Hard? No, just on the surface. He was admired and loved by everyone.

After John lectured me about being helpless he often said "Use your hands. Can't you? I do.", and I used them. While using them one day alone, I caught my left hand in an engine and severely cut three fingers on my left hand. Calmly I grabbed my injured fingers with my right hand, walked over to John who was superintending the assembly of a new car and said "John, I have cut off my finger." He looked at me, pointed his finger and delivered a serious yet marvelous Burns' speech on carelessness, then said "Follow me." Out the experimental room door he went on a dead run with me behind him headed for the first-air department.

As we entered, John gasped to "Doc" Locksaw "Doman has cut his hand off." Doman was supposed to be in a faint so they threw me onto a cot. Doman was O.K. The hand was numb. Later however when the feeling returned, I realized that weeks would elapse before the hand would be O.K. It never was O.K. as the end of the index finger was lost forever and also the ability to play my violin. Then I was morose from realizing that for the first time my body was no longer intact.

With my arm in a sling I attempted to carry on assembling and testing engines alone. If it hadn't been for the assistance of John and his men I couldn't have carried on. John was then as always true blue.

In 1925 as experimental engineer I was responsible for all engine testing on the dynamometer. For some strange reason my predecessor, Charles Grimes, had located the dynamometer room off by itself - at least five hundred feet from the Experimental Department. Of course I had no one to bother me. Yes, it was a bit lonesome at times but I sure liked engines. I do now. On this particular day one of the main eylinder thermocouples needed repairing. I had used the storage battery for electrical source often. So I gave little thought to the possible danger from an explosion of battery gas as I shorted the battery in the welding operation when, flash!, the battery exploded throwing sulfuric acid in my face. I was immediately blinded. In a matter of seconds my entire past and future life passed through my mind. I had had so many visions, so many hopes. What chance would I, a blind man, have? Then I remembered the wash bowl in the corner. I groped my way over, turned on the water, filled the bowl, and immersed my head in the water holding myeeye lids up and flushed out the acid. Gradually my sight, or rather partial sight, returned. I prayed as I had never before. I finally wandered over to the Experimental Department where John found me and rushed me down to the celebrated eye specialist, Dr. Kevand. He treated my eyes and had John take me home. Needless to say, the ever present Johnny delivered one of his best speeches - again on the subject of safety. He was so right and I was so careless.

Once in a while one of the "smarter" young engineers might say "What does John Burns know about engineering? He didn't go to college." I often answered "My father never saw the inside of a high school nor the inside of a college, yet he provided every cent needed

to put me through and he is one of the best engineers. John Burns is also one of the best engineers. Just look around and see what he accomplishes - every day something new - something novel." Eventually these young skeptics would see the light and begin to appreciate John's greatness.

John often saved the jobs of the "seasoned" engineers. In 1924 one of the engineers had developed the "advanced", most scientific electric engine primer." It was perfect in all respects save one. The engine wouldn't start when it was used. The engineer had established in his mind only that a highly combustible hydro-carbon was needed under all conditions. His elaborate laboratory tests conducted by me showed the need for a current draw of 135 amperes from a 6 volt battery. In the summer the current draw was no problem. At 20° F it was another story.

The engineer was quite vocal and promised to demonstrate the marvelous starting ability of the Series 10B engine with the "scientific" primer. He directed me to put the engine in the cold box set for 20° F. He next phoned me to say that at 2:00 PM Mr. Marks, Mr. Murphy and Mr. Castor would be down for a demonstration. Furthermore, he directed that I take a nice warm battery, fully charged battery, and put it in the cold box at 1:30 PM. At 2:00 PM the group assembled including John Burns. After a "Scientific" lecture on the fundamentals of primer design, I was directed to start the engine. In less than three seconds the engine was operating. Ed Marks immediately said "That start reminds me of a warm fresh battery." "Carl" he said, "How long has that battery been in there?" I answered "Thirty Minutes". He said "This demonstration means nothing. You do as I say. Put a battery half charged (1,250 specific gravity) in the cold box and run the refrigerator all night bolding the temperature at 20° F. Tomorrow at this time we will return for an honest demonstration."

The next day at 2:00 PM the same group assembled in the refrigerator. At the signal of Mr. Marks I attempted to start the engine, holding the primer switch on to heat the element for a minute. The engine wouldn' start. The drain of the primer was so excessive that there was little current left for the starter and voltage for ignition. The engineer was dejected, he was lost, he was not practical. Eventually John Burns, realizing that a primer specification release was inevitable, jumped into the situation. He reasoned that the electric primer on the previous model had been satisfactory so it should be satisfactory in the new model, providing its current draw was unchanged. John took the same length of heating element, reshaped it to fit the new housing and saved the day.

I could cite example after example where John's practical approach which seemed at the moment to lack fundamental theory later was proved sound. Many times the elaborate calculations of one of the "book trained" engineers proved John's deductions from pure hunches were sound and miraculously close to the ideal. Many famous automotive engineers have possessed this unusual faculty. Two designers of world famous race cars were so typical - Fred Duesenberg and Harry Miller.

When it came to the collection and filing of test data, Joh, I will admit, was unusual. He kept his own records in large bound notebooks. Every detail, every piece of data was recorded as only John could record it. Every Friday noon John "drew off" the information needed for his weekly reports and then the stenographers took over, attempting to edit and rewrite with constant threat from John to "Type as I have written it. You lose all sense when you write it in your high toned language." John's reports were masterpieces - complete - full of information and so readable when typed as John wrote them.

Occasionally John's records might become mixed a bit, just as do the elaborate record systems of Ford. I well recall running into sudden trouble with broken timing chains. On the dynamometer the engine would only operate for thirty seconds at 3800 revolutions per minute before the chain broke. Then John had noticed a tendency for the chains in his test cars to stretch, then "jump their timing". So after talking the problem over we decided to bring in the chain manufacturers for a conference. They were Whitney, Link-Belt and Ramsey. In discussing the problem with the Whitney engineers, John said "When are you fellows going to wake up? You used to make good chains - you are slipping." Mr. Belcher of Whitney replied "Mr. Burns, we do make a good product. What do your records show?" John reached for one of his famous notebooks and read "Whitney chain failed on dynamometer 8-29-30. Whitney chain jumped timing. Mileage car #3 - 8-22-30. Whitney chain stretched .530 center to center wear. Test Engine #32." Mr. Belcher next asked to see the chains. John reached under his desk, pulled out three chains and said "There you are - plain junk." Mr. Belcher looked each chain over very carefully, then with a twinkle in his eye said "Mr. Burns, the Ramsey people do make an inferior chain. Why not test the Whitney chain under the same conditions." We had been testing Ramsey chains. Naturally John was embarrassed. He was so proud of his data books, but subsequent tests showed that none of the three makes of chains were satisfactory until John Burns' magic was used. He simply set the valve clearance at .003" on the intake valve and .006" on the exhaust instead of the specified .007" Confidentially, Carl Doman spent that evening and in fact

many evenings redesigning the camshaft since the trouble was caused by a synchronous vibration in the valve gear train. Regardless of this minor slip in John's records, his system was the most direct and, hes, accurate of any I have seen used. In today's systems months of delays occur in correcting a trouble due to the red tape, paper control used in all automotive engineering departments.

Weekly reports at Franklin were so important to Ed Marks, Chief Engineer, and Ralph Murphy, the General Manager. Reports were due in Mr. Murphy's office not later than 11:00 AM Saturday morning, then studied in detail by Mr. Murphy the great engineer. Monday morning each contributor "looked forward" to either a call from Mr. Marks or a visit from Mr. Murphy. Then the details of the report would be discussed with great interest, with great intelligence, and with great patience. Reports can be worthless. At Franklin reports were extremely important, chiefly because the recipients appreciated them.

In John Burns' mind there is only one important city in the world - Syracuse, New York. Why? Because he was born there, lived there, worked there, and has the most friends there - a very plausible list of reasons. John was born on July 16, 1883, the son of Thomas L. Burns and Elizabeth Malone Burns. He was fortunate to have four brothers, James, William, Thomas, and Arthur, and four sisters, Sarah, Ann, Mary, and Marjory. Of these, William, Catherine, Arthur, and Marjorie are living. To the family John is the "King". He is the one who seems to know the proper move to make. All such closely knit families seem to look to one member for guidance. In the Burns' family, John was it.

From 1888 - 1896 John attended Frazer-Porter School and from 1897 - 1898, Syracuse High School. Then the urge to work overpowered the persuasion of his high school principal and John joined the Syracuse Cycle Co. Without doubt this was, next to his marriage to Marie F. Burke, the most important event in his life. There he became intimately associated with John Wilkinson. He became fascinated with Mr. Wilkinson's early experiments and today can elate by the hour interesting anecdotes about Mr. Wilkinson. He told often of the disposal of the cleaning liquid used in the manufacture of bicycle parts. In 1898, modern plumbing just didn't exist. Factories, it's true, had inside wash rooms and associated accessories of the multiple "Chick Sales" variety. The one in the Syracuse Cycle Company consisted of ten units in a row. As was so often the case the boys "sneaked" into the wash room to smoke. Smoking at work or in the factory was absolutely against the rules. These same units of "Chick Sales" were the convenient dumping place for the volatile cleaning fluid.

One day John Wilkinson escaped from his drafting table and went down into the shop to talk to John Burns and then had the urge to smoke. He slipped into the wash room, lit a cigarette, had the normal number of satisfying puffs and then flipped his lighted cigarette into the only opening not then in use. There was a sudden puff as the cleaning fluid burst into flames. Immediately nine workmen leaped to their feet with certain portions of their anatomies slightly pink, but never a word reached the ears of the boss. They were all John Wilkinson's friends and admirers.

John also told of Mr. Wilkinson's initial interest in an engine capable of propelling an automobile. In his spare moments at home, and apparently even while at work, Mr. Wilkinson completed the design for his first engine, a four-cylinder air-cooled unit.

Building the engine once the drawings were completed was a difficult task. Mr. Wilkinson's superiors at the Syracuse Cycle Company were not at all enthusiastic. Frankly, they were against it. Yet Mr. Wilkinson mysteriously made patterns, obtained castings, machined them, and assembled the unit. John Burns still chuckles when he relates how Mr. Wilkinson would slip down into the machine shop, pull the engine parts from under the bench and begin work. John B. "stood guard" and would relay to Mr. Wilkinson when "danger" approached. When the engine actually fired and turned itself over it was a red letter day to the two Johns.

John could well understand Mr. Wilkinson's restlessness at the Syracuse Cycle Company Mr. Wilkinson had a very practical engine and wanted nothing more than to see it powering an automobile of his own design.

When the Crimson Rim Syracuse Cycle Company closed its doors due to financial troubles, John joined the Fiske Rubber Company's Syracuse office. He attended a vulcanizing school at the plant's main office in Chicopee, Falls, Massachusetts, in 1900. He then returned to Syracuse and, as John describes it, he was everything. He was vulcanizing foreman, shipping clerk, janitor, cashier, and assistant manager.

On the side John "delved" as he calls it in bicycling as a hobby. He repaired some "machines" but more important assembled wire wheels during the winter months. He really enjoyed his work until his old friend, John Wilkinson, beckoned. John Wilkinson was established in the H.H. Franklin Manufacturing Company developing the Franklin car and badly needed John. So after five months of persuasion the Fiske Rubber Company released John,

as he now says, with "humor". In 1904 - September 14 - fifty years ago - John was a true member of the Franklin organization.

Frankly, John's notes are a little difficult to decipher. So the dates of other activities possibly are incorrect. However, there are indications that while he was connected with the Fiske Rubber Company he had many activities on the side. He mentions traveling for Harvey Firestone, visiting principal cities in New York State, instructing and installing Firestone solid-side wire tires on fire department equipment, hacks, bicycles, and wagons.

Then he mentions designing a bicycle tire steam vulcanizer. Then he perfected a device for applying tires on baby carriages later manufactured by Willard Lipe, one of the founders of the great Brown-Lipe-Chapin Company, now a division of General Motors.

John later designed for Mr. Lipe the deluxe tube cement applicator. Then he embarked on another venture - manufacturing the mats for machine made cigar manufacturing equipment. This later was sold to the American Cigar Company.

John's thinking apparatus was never at rest, so his friends were not particularly surprised when he developed the original ten section tire. This incorporated ten separate air chambers so a puncture in any section would not seriously affect the functioning of the tire. John mentions a fortune being spent, but makes no reference to whose fortune. It certainly was not his, as he had very little of the world's goods at that time. Now it is surprising to learn that John experimented with dental items. He manufactured a few of the original molds for gold crowns. I smile as I write since John said "All this as a side line" and all accomplished during the youthful period of eighteen to twenty-one years. John concludes his notes with "Put that in your pipe and don't smoke it. I suppose Christine (my wife) has put in her order for one of those fancy pipes which the dear girls have taken up rather than smoke cigarettes." But we must return to John at the H.H. Franklin Company.

John's work so impressed the service manager that in 1905 he was used as a field service representative. For two fruitful years he traveled throughout the United States correcting troubles and there were plenty, but in the main he was a salesman selling Franklin cars through demonstrating their outstanding performance.

In 1907 John was a respected member of the Sales Department and continued with that group until 1911. As a member of Sales, he entered all types of contests and needless to say won the majority of them. Later as I knew John the engineer I listened intently to every word as he recited so vividly the "hair-raising events" of his younger days.

Management had become so impressed with John's remarkable mechanical and supervisory ability that he was selected to head the Production Car Test Department. In those days the chassis was subjected to a severe road test and thoroughly examined before having the body mounted on it.

John continued in this very important position until 1917 when the Engineering Department over the protests of the factory manager drafted him to head up the experimental testing activity of the Engineering Department. The Series 9, a completely new car, had just been introduced. It had its share of initial "bugs". Management decided that John Burns was the one man who could lick the problems in the shortest period. Franklin history has proved that management was correct - the problems were solved. The Series 9 became famous for one of America's truly fine trouble-free cars.

I may have conveyed the impression that John was an abnormal man with just one idea on his mind - the Franklin car. No, John was a very normal young man. He met Marie Burke through her brother, John, of the Franklin trim shop, and as I understand did the best selling job of his career, since Marie was 8 or 9 years younger and possibly was afraid of this young, dashing ambassador of Franklin. John and Marie were married in the St. Michaels Church, Lyons, New York, with the usual family exclamations - "John is the finest young man. Marie is lucky to get him." and "Marie has a great future. John is sure fortunate to marry Marie." Both very true statements - both are wonderful people.

This marriage has been blessed with six outstanding children, exceptionally outstanding, of whom three are doctors, one a chemist, two daughters who, after very fine educations, decided that marriage was the only career for a girl. (But how lucky for the young man selecting these girls.)

In summary, below are listed the Burns' children:

		Born
Robert Burns, M.D.	Specialty - Urology	Lyons, N. Y. Sept. 10, 1910
Thomas Burns, M.D.	Eye Surgeon	Lyons, N.Y. June 5, 1918
John Burns, M.D.	Expert Anesthetist	Lyons, N. Y. Aug. 29, 1919
William Burns, Ch.E.	Chemist	Syracuse, N.Y. July 26, 1916
Mary Burns	Housewife	Syracuse, N.Y. May 18, 1924
Marjorie Burns	Housewife	Lyons, N. Y. Sept. 23, 1922

Regardless of John's achievements in the mechanical fields he and his good wife would be classed successful in the greatest field - the rearing of outstanding children.

John Burns' life and experience in the Franklin organization is so complete and interesting that it is most difficult to sift out and relate the best incidents. Everything connected with Johnny was fascinating. Today we call it color.

In 1924 a mild recession descended onto the automobile business. Dealer stocks were high, so sales were slow. This eventually meant that budgets at the Franklin plant were cut and the Engineering Department was no exception. Out of the group of fourteen young engineers I was the only one to remain. John's crew was reduced to four. The experimental machine shop was cut to four men. Suddenly the four wheel brake was announced in the Rickenbacher and then by others. Franklin attempted to sell the merits of the transmission brake but the customers were not interested. Management, in 1925, decided hydraulic four wheel brakes, as developed by Lockheed, would be used. The drafting group was increased and put on an overtime basis. The experimental machinists were materially increased. John Burns rehired some of his old faithfuls. I was permitted to hire a young engineer - we were on our way. A new enthusiasm gripped the entire organization.

One rainy day John completed the assembly of the first car, a Series 12A with hydraulic brakes. He secretly drove out into the country accompanied by the Lockhead engineer - neither wanted company. They knew that new ideas are usually accompanied by new problems. This first test was to be no exception.

John had promised that he would only take a short test trip, so when an hour went by and no Burns, we began to wonder. Thirty minutes more, then sixty minutes went by. We, including Ed Marks, Chief Engineer, had just about decided to put out a searching party when John and his associate drove in. The car was covered with mud, corn stalks, and grass. John excitedly jumped out and exclaimed, "Those brakes! I was driving at 45 and just touched the pedal and the car jumped off the road, down over the bank into a newly harvested corn field where it careened lazily one way and then the other as it was deciding whether or not to turn over." John then explained that by maneuvering he eventually escaped and drove back to the plant at a very low speed.

But John, during all the excitement, had been analyzing the problem and his analysis was later proved to be correct. The Franklin cars, except Series 17 and 18, used full elliptic springs, both front and rear. When the brakes were applied the front axle rolled back, materially changing the steering geometry which in effect was comparable to a very sharp turn. Needless to say, the problem was corrected and thoroughly proved by John before the four wheel brakes appeared on production cars.

While I have stressed John Burns' engineering ability, he was by no means a one-sided individual. He demonstrated day after day his sales ability by obtaining approval from Ralph Murphy or Ed Marks for some new idea. Interestingly, John had uncovered the "weak" points in lots of these gentlemen and would concentrate on those areas. As an example, if he had to sell Ed Marks an idea for himself or occasionally for me, he would outline his strategy something like this; "Ed is going to be difficult to sell on that change in the carburetion. I am convinced it is O.K. and that we should do it, but Ed is a skeptic. So tomorrow morning I will ask him to drive around the loop (a twenty mile drive over two very steep hills). You park yourself in the rear seat. I will state the problem as we pass Johnny Mantel's Saloon, then I will say we certainly are not going to have prosperity in this country until we have a Democratic president and bring back liquor." John knew that Ed was a strong Republican and a strict prohibitionist so he could argue for the entire twenty miles and keep Ed from being critical of the particular recommendation. This procedure invariably worked, yet John never used this plan unless he and some of the other engineers were absolutely sold that the recommendation was sound and would benefit the organization. Franklin came first to John at all times even if it meant a violent argument with Ed Marks or Ralph Murphy or me. An individualist, yes, often a non-conformist. Only John Burns could survive such maneuvering.

Many associates claimed that it was impossible to cooperate with John. I disagreed for, in spite of many arguments, at times very heated, we worked parallel and accomplished much together. I concentrated on the laboratory end of the Engineering Department and John concentrated on the vehicle testing. Many, many times we disagreed, honestly disagreed; a healthy situation in any progressive organization. How well I recall the arguments we had over the proper procedure for checking valve clearance in the new 1930 Series 14 engine.

I had spent months observing change in valve clearances under various load conditions and believed that the technique developed by my group was sound. Furthermore, we had developed the compensating stud as a means of controlling clearance on the exhaust valve particularly.

So when I announced that the Series 14 engine as released by the research laboratory (my particular group) was satisfactorily compensating, John thoroughly and violently disagreed. He argued that the Series 13 engine then in production had perfect compensation. I disagreed as I had tested it also on the dynamometer and found it very lacking.

The method used by John to check his pet, the Series 13, was to drive fast down the road with Bill Hachett, the mechanic, beside him, then suddenly pull off the side of the road, stop, raise the hood, unfasten and remove the cylinder air housing, and finally the valve covers before actually checking each cylinder valve clearance with the engine stopped.

John asked, "Do you infer that after all the years in this business I don't know what I am doing?" I said, "John, I am inferring nothing. I just don't agree that your method is sound. There is just too much hysteresis." He ignored me with a passing remark, "I am seeing Marks." Ed came down, talked to each of us separately and said, "You fellows must come to an agreement. You can't go on this way." We agreed. Next it was suggested that Steve Castor, Assistant Chief Engineer, listen to both of us and act as referee. This pleased me as I had already reviewed the construction with Mr. Castor in working out a patent application on the valve compensating mechanism. Steve suggested that we drive out to Lord's Hill and measure the valve clearances up and down the hill. This procedure necessitated sitting on the right front fender - hanging on at best was hazardous - and taking the clearances with hand feeler gauges. First I rode the fender and called out the results while John drove. Then I drove and he observed the readings. Steve sat patiently by as a catalyst of good relations. Soon John and I were grinning and agreeing. Possibly as John reads this he will start the argument again. This time I won't argue back as we have no adequate vehicle on which we can ride the fender and Steve has passed into the great beyond.

Many times, John, Steve Castor, and I worked extremely close; so close at times that we agreed if one was to be fired, the other two would be also. One instance stands out above all others.

A new touring car with the 100 horsepower engine had been built special for Mr. Franklin. It was a beauty with exceptional performance, outstanding riding, but one feature was not satisfactory. The engine was excessively noisy, so Ed Marks stated, and we reluctantly agreed. Ed said, "It's up to you three fellows to make that engine quiet or else." We three liked our jobs - We were wedded to Franklin, but we realized that we were not supermen. We drove out into the country with our tools. We adjusted the valve clearances as closely to specifications as humanly possible. The engine remained noisy. Back to the plant we went. We tried this. We tried that. The normal work day was over - evening came - we worked and worked - at midnight at a little cross road on the Onondaga Hill Road we decided that we were licked - we could do no more. So we concluded that in the morning Mr. Marks would say "Sorry boys. Nice to have known you. I need some new engineers." Little did we sleep that night as we dreaded the morning. We arrived early, well ahead of Ed Marks. When he drove he remarked, "You are three sour looking individuals. It can't be that bad." We simply said, "Ed, we are sorry we let you down". Ed with a smile said "You have done your best. If you are to be fired, then I will be fired with you." He continued, "All we can do is to let Mr. Franklin take the car immediately as he is driving to New York City." John Burns had the car washed and delivered to Mr. Franklin's home.

I believe that was the longest day ever experienced. We knew that Mr. Franklin would wire the minute he arrived in New York; that is, if he did arrive. Then about 3:00 PM Ed Marks came down to the Experimental Department grinning from ear to ear with a telegram in his hand. He called us together and read:

"E. S. Marks
Arrived New York City five hours exactly. Outstanding performance. Engine performance perfect. Riding phenominal. Thank the boys who engineered and prepared this car. Best regards.

H. H. Franklin."

Remember Mark Twain said, "Most people spend their lives worrying about things never to happen."

Shortly after this trip we built another special car for Mr. Franklin - a 5-passenger convertible designed by the stylist, Ray Dietrich, called the Pirate. Again, John, Steve, and I spent endless hours adjusting and preparing this car. For once we were pleased and pronounced it O.K. Mr. Franklin with his chauffeur left on a trip through the midwest. We were so confident of this car that we soon put it out of our minds for some other pressing problems. In a couple of days we were suddenly brought back to the importance of Mr. Franklin. He had been in a serious accident and was at death's door in a Cincinnati hospital. Ed Marks, John Williams, and other executives left immediately and remained just outside his hospital room

until he was out of danger. Out of danger, yet his convalescence was a tedious ordeal. We then appreciated more than ever the importance of Mr. Franklin to our organization.

In keeping abreast or ahead of the industry Franklin faced all types of problems. Of course to us in engineering our problems were of great importance and greatest magnitude. Yet we can look back and say that no problem ever licked us. We licked the problems. John Burns always the fighter proved to the organization that smooth engines required combustion chamber clearance volumes held to very close tolerances, within 2 c.c. The production boys said impractical, impossible, yet John proved how necessary it was. The control was adopted in 1931. Here in 1954 engineers are stressing completely machined combustion chamber in order to maintain even clearance volumes. It is pronounced a new feature. New? It was adopted by Franklin, thanks to John Burns, 23 years ago.

In 1930, body shake in the flexible chassis became a great problem so many thought. John Burns kept his council except to remark to me, "Carl, while every engineer and sweeper is concentrating on this body wriggle, something important may be going right over our heads." How correct he was, as we were suddenly faced with a piston scoring problem of serious proportions. Such serious proportions that a temporary fix for the body shake was reluctantly released and all effort placed on the piston problem. Later I was to purchase the Franklin with the alleged worst case of wriggles and I never noticed anything unusual. My mind was on pistons. This problem, thanks to John Burns, was soon behind us. He developed with a file a new surface contour which relieved the piston where expansion was the greatest.

John's ability to accomplish major assignments was uncanny. Here was this little Irishman who could not run a slide rule, who couldn't work simple problems in algebra, who was selecting important dimensions simply by intuition and common sense. He was unable to compute the volume of a gasoline tank. Yet when he was required to specify the dimensions for a tank to occupy a certain space and hold a certain volume he would be closer to the desired than all others.

In 1923 the Series 10 cars developed rattling noises in the transmission at 28 to 32 m.p.h. Engineering and Quality Control accused production of manufacturing inferior transmissions. Production disagreed, but reluctantly agreed to make the parts to closer dimensions. A new test room was provided. Still the rattles persisted. Dealers were becoming frantic. Customers refused to keep their cars. Franklin faced shutting down.

John Burns had been following directions of Louis Stellman, the Chief Engineer, but was not sold that the problem was caused by poor quality. He reasoned that the previous model, the Series 9, had been free from this trouble. That car had a rubber coupling between the clutch and the transmission, whereas the Series 10 incorporated a unit power plant, one where the transmission is bolted directly to the engine without any flexible member between the two. John reasoned that the introduction of a flexible member between the clutch and transmission should prevent the transfer of torsional crankshaft vibration to the transmission gear teeth.

Next he timidly suggested his solution to the Chief Engineer and was told without delay, "Joh, mind your own business. Do as you are told." As I have mentioned previously, John ignored organization channels if he wanted action. He secretly went to work to incorporate a flexible member in the clutch disc.

Next he asked Andy White, one of the test engineers, to select the car with the worst rattle from production. Under the cover of darkness John installed the flexible disc and with great anticipation drove the car over his favorite test route. He found the rattle absolutely eliminated and a resulting smoothness never before experienced in a Franklin car.

The next morning he asked of Mr. Stellman and Ed Marks, "Would you like to ride in a car that doesn't rattle?" His audience chuckled, "John, why joke? All of them rattle!" John was in no joking mood. He said, "Come with me. I ain't joking." They saw that he was serious and drove the car. Immediately they were sold. John Burns had developed a revolutionary device.

The Burns flexible clutch disc was immediately placed in production. Rattling transmissions were behind us. Mr. Stellman soon left the company and promoted for John and him the flexible disc successfully on a fifty-fifty basis with both parties being rewarded handsomely for their efforts. Unfortunately the patent had not been written sufficiently broad so after a few years the licensee developed a disc with springs and accomplished the same effect and the royalties stopped. John, at least, had accumulated sufficient assets so that all his children received the finest in education. The moral of this story is to "take heed when a rattle develops. It may mean a fortune."

A few years later a booming noise was evident in the majority of cars with the increase in power. Again John introduced a flexible device. This time it was incorporated on the fan end of the crankshaft. I doubt that John could give a technical dissertation on the causes

of the vibration. Frankly, he didn't care. His efforts had corrected the trouble. John was so right in the solution. Universally engines with long limber crankshafts have needed torsional vibration absorbers; however, very few of the new V-8 multi bearing engines of 1954 need an absorber since the crankshafts are so stiff that their critical speeds are out of the operating range.

Just a few more of John's innovations are the modern spark plug with the solid copper gasket, the foil on the fuel filter, features of the Powell muffler, manual control intake manifold heat, and thermostatic control of under hood temperatures. Many more could be added, but John's ideas were absorbed immediately into the design with only he and the designer the ones knowing of the true originator. As I have written many times, the Franklin organization was bigger in John's mind than individual recognition. John Burns was secondary so he thought, but not to others.

In the medical world we often hear of a great diagnostician. In the field of automotive engineering John Burns could truly be called a great diagnostician. He had no equal. Often I have observed with admiration mixed with wonder as he would listen or touch a malfunctioning unit and quickly announce the cause of the trouble. It made no difference if it was an engine, an axle, a carburetor, or a transmission. He was always the master - the true Doctor of Motors.

During the last few years of our association in engineering activities John as always was very proficient in solving the problems arising in complicated aircraft engines. I will recall assigning John the difficult task of straightening out a very serious problem in engine cooling with the Republic Seabee, a postwar amphibian airplane. Previously we had sent out best engineers to the Republic factory at Farmingdale, Long Island, to correct the trouble. Not one was successfull. Then in desperation I sent John, knowing that we as an organization were licked if John Burns were licked. He had never been licked up until that point.

John was new at the Republic factory, yet he stepped in, analyzed the situation, asked for a few simple materials, shaped them with his own hands, installed them, and the engine dooled. Later Mundy Peale, President of Republic Aviation Corp., in discussing the situation paid great tribute to John. He said, "I have seen many great mechanics and many great engineers, but I witnessed the greatest piece of diagnosing by little John Burns. He is terrific. He is the best yet."

As I write this story, across my mind passes a continual stream of events with John Burns as the principal. Possibly some day time will permit me to do justice to this great little character. I could write very interesting chapters of our coast to coast trip together in 1932 in the Franklin V-12 "bankers" car.

The story of a test trip through the Adirondacks in 1927 with John, Ed Marks, Steve Castor, George Dewey and "lesser eights" could be most interesting. This trek was for the purpose of comparing the new long stroke Series 12 Franklin with theSeries 11B, a Packard, and a Buick. John, as always, was the director. He often told of Ed Marks' worries about the possible problems with the long stroke engine because for the first time we dared to wander away from Mr. Wilkinson's short stroke fundamentals.

As we sat on the grass at Fort Ticonderoga, Ed Marks, George Dewey, Steve Castor, and myself, for a snapshot a bird flew over and for some strange reason decided to drop a small "bomb" on Ed Marks' forehead which splattered a bit on his glasses. Ed jumped up and cried, "even the birds pick on me." The chief's job is always tough, but Ed was fair. When he received praise he passed it on. When he received criticism justly he passed that on to us.

I could write of John's great help in building the Airmobile, a development job at Doman-Marks Engine Company. Then I could tell of John's great help, yes, and sacrificing when after solving engineering problems in the little four-cylinder engine for the White Horse Truck, he went to Cleveland and directed the installation in the first units of the White Motor Company, then remained there for many months more.

This was a difficult assignment, as John was in the midst of departmental feuds between two engineering groups at White Motor. John never complained when he would have preferred to be with his family. There was ajob to be done and he did it.

Later when the Tucker Corporation, the ill-fated post-war auto maker, purchased Aircooled Motors, (Formerly Doman-Marks Engine Company) John was selected to be Aircolled representative at the Tucker Chicago plant. Here in 1948 and early 1949 he again demonstrated the same tenacious qualities so evidenced in the past.

The Tucker car, a rear engine unit, had the greatest accumulation of aggravating "bugs" of any vehicle ever assembled yet John Burns quietly one by one licked them to the surprise and pleasure of many. Only when the Tcuker Corporation became finally financially distressed did John return to Syracuse, and then reluctantly.

Just recently John was bitterly complaining that he couldn't get a job. He said, "It isn't fair. My mind is better than ever. My health is good but nobody will hire me." I

said, "John, you are just over sixty-five. You are in your prime." He looked at me with the typical disgust and remarked, "Sixty-five. Well I am seventy-two." I looked at him closely. Seventy-two years - erect - just the right weight - color good - eye sight good - energy same as at twenty-five. My mind then passed to my work in Detroit. How I need John. He sure could help me. Yet, why wish. I couldn't employ him. He was past sixty-five. Some day I hope that industry will recognize that minds continue to develop as the years roll by and that nothing is more valuable than experience when accompanied with enthusiasm. Then such men of genius as John Burns and others will be usefully employed.

As mentioned, John has furnished much of the material for this half of "The Two Johns" and has, under "interesting stories", covered very frankly and sprinkled with humor and affection, his opinion of some of his latest business associates:

"Beer parties of Tubbert's given the boys by "Jones". "Smith's" cheapness, Ray Applegate's antics, "Williams'" domineering, Frank Chadwick's levelheaded decency, Bill Burrows' coolness in general and great knowledge of ships and operation in flight, Fran Savage's foresight in getting away and joining Pratt & Whitney, squeeze play given Ed Marks, extra vacation you gave me for getting Sea Bea Republic engine through its acceptance test - 150 hours in record time."

Purposely I have substituted some names from John's notes to avoid embarrassment. Possibly you say time will mellow John's feelings toward some of his former associates. Never! John's convictions are definite. Nothing will sway him. He is convinced that there is a Heavenly Father watching over all of us. He is convinced that the best way of life is the honest, upright way and he expects his fellowmen to be likewise.

Thus ends my humble efforts in depicting some interesting phases from the lives of two great men. Two men so fundamentally opposite in many ways but so interestingly alike in the real issues of life, love of families, love of things mechanical, and love for their fellowmen.

Carl T. Doman

Carl T. Doman

September 25, 1954

Excerpts from Letters We Liked - Department.....

"----. As much as I dislike publicity, I do not mind creating a sensation whenever I drive my Franklin in San Francisco because I cannot feel safe in any modern car I might purchase. Gloria (that is my Franklin's name) has protected me from injuries when I have been struck by cars and trucks some dozen or more times in the thirty years I've driven Gloria -- they can push her but cannot turn her over; they have put awful dents in the fenders and once smashed in the door but it did not jolt me out of the seat; once I drove into a deep hole while driving at night across the desert, but I just put my foot on the gas and Gloria hit the bank on the other side, kept the road and climbed right out of the hole; I heard the springs snapping (three of them) but the shock absorber kept me in the seat and the steering wheel did not touch me; had it been any other car on the road, I suppose my head would have gone thru the roof.

"Gloria has taken me over the snow-capped mountains and thru the blazing deserts and never failed me. To many who laugh at my "old bus" I say, 'An aristocrat has assurance of his or her worth so needs no approval of the mob" and Gloria is an ARISTOCRAT."

(signed Alice M. Hair, 2400 Pacific Ave., San Francisco, November 21, 1954. The letter contained an urgent request for a pair of oil pump gears for Gloria who is a 1925 Series 11)

TIRES-- Genuine, full size 6:50 x 19, not the 6:50-6:25 x 19 combination tire, may be available. The story is that Lee Tire Co. will make a special run of 50 of these if they can be assured of the sale of the 50 immediately. The prices quoted are: Tire - 6:50 x 19 6 ply - $27.33 each. Tube, same size, $3.25 ea. Those interested should write promptly to James E. Thompson, Stanford Research Institute, 621 S. Hope St., Los Angeles 17, Calif. Mr. Thompson reports that if it looks like quite a few will order tires, he will send out a call for all interested to send a 25% deposit to the Signal Oil Co., Los Angeles, and the tires will be shipped collect for the balance directly to those placing orders. About 4 weeks will be required after the quota of 50 is filled.

1954 MEMBERSHIP ROSTER

ALABAMA

Carter, Major Vernon	157 N. Conception St.	Mobile
Manley, Frank T.	Route #3, Box 463	Mobile

ARIZONA

Hubbard, Thomas H.	1405 E. Kleindale Rd.	Tucson
Miller, Howard	Wild Horse Ranch	Tucson
Peck, D. Cameron	Route #4, Box 269	Tucson
Quinsler, Phillips B.	3840 Calle Guaymas	Tucson

CALIFORNIA

Adams, Anthony	1646 Sutter St.	San Francisco
Andrews, Phil H.	3511 San Y Sidro	Sacramento
Berkefeld, T. J.	326 Orchid Ave.	Corona Del Mar
Briggs, Herbert	1337 S. Palomares Ave.	Pamona
Burrowes, J. H.	457 Arbramar Ave.	Pacific Palisades
Coffey, Irwin A.	P. O. Box 50	Greenfield
Crippen, James A.	641 Via de la Paz	Pacific Palisades
Cronk, Harry	2066 Empress Ave.	South Pasadena
Daniel, Charles M.	20951 E. Lolita, Route I	Orange
De Cou, Douglas F.	1833 12th St.	Santa Monica
Dunlap, Robert	5342 Marshburn Ave.	Arcadia
Edwards, C. E.	1140 Manhattan Beach Blvd.	Manhattan Beach
Engnell, Arthur	8911 Independence	Canoga Park
Fife, Walter W.	633 S. Hendricks Ave.	Los Angeles 22
Fosholdt, Stan	83 Giralda Walk	Long Beach
Foxley, James	Route #2, Box 225	Perris
Glennie, Robert D.	471 E. Badillo St.	Covina
Giaimo, Anthony	1055 Gardner St.	Hollywood
Hamlin, Ralph	2950 Overland Ave.	West Los Angeles 64
Hamlin, William B.	229 Rosewood Court	Ontario
Holcombe, Alex	3054 Taraval St.	San Francisco 16
Hourigan, Brian	1031 Danna St.	Mt. View
Hoyle, Lassiter	4107 Higuera St.	Culver City
Hoyt, Gaylord	154 S. Manhattan Place	Los Angeles 4
Kruger, A. H.	3034 Blackstone Ave.	Fresno 3
Marshall, Charles A.	9130 S. Hornby Ave.	Whittier
Marshall, William C.	8519 S. San Pedro St.	Los Angeles
Miller, W. Everett	2919-29 W. Broadway	Los Angeles 41
Milroy, Bob L.	548 Muskingum Ave.	Pacific Palisades
Moehlman, John	534 20th St.	Hermosa Beach
Norton, W. W.	2827 Woolsey St.	Berkeley 5
Oliver, Henry D.	203 West E St.	Ontario
Owen, Anzel B.	401 Robertson	Chowchilla
Parker, John N.	9721 Shellyfield Rd.	Downey
Parrish, Donald E.	328 W. 46th St.	Los Angeles 37
Patten, Melvin D.	2021 Maiden Lane	Altadena, Calif.
Prentice, Herbert	9734 Garnish Dr.	Downey
Pattison, C. B.	2140 Merced St.	Fresno
Reed, Randall	15511 Earlham	Pacific Palisades
Ritchey, Ray	P. O. Box 912	Chowchilla
Strong, Calvin F.	45021 Sierra Hy.	Lancaster
Thompson, James E.	P. O. Box 226	Homeland
Tibbetts, Jonathan C.	P. O. Box 1018	Central Valley
Waas, C. [illegible] Jr.	6938 Hinds Ave.	North Hollywood
Wadsworth, Jack	264 Pamela Blvd.	Arcadia
Walker, Alton H.	Box 65	Pebble Beach
Weatherby, Roy E.	7549 E. 4th Place	Downey

CONNECTICUT

Anderson, G. Helge	65 Ruth St.	Bridgeport 6
de Beaumont, P. S.	RFD #1	North Stonington
Marks, E. S.	84 Ridgewood Rd.	West Hartford
Pommer, Frederick J.	71 High St.	East Haven 12
Tunick, David	Brook Drive	Greenwich

COLORADO

Rippey, Arthur G.	2525 E. Exposition Ave.	Denver 9

FLORIDA

Clavel, E. S.		Wauchula
Cordon, James T.	Box 114	Pompano Beach
Dickenson, T. G.	6 Crescent Dr., Star Lake,	Warrington Br., Pensacola
Driscoll, Paul K.	Route 10, Box 182A	Jacksonville
Hanna, L. C.	Hanna Road	Lutz
Humphrey, L. E.	706 N.E. 88th St.	Miami 38
Mc Phillips, F. B. Sr.	3602 North A St.	Tampa
Wernicke, Julius F.	P. O. Box 505	Pensacola

GEORGIA

Thomas, Jack G.	1207 Edna Pl.	Macon
Willingham, B. L.	Cottage 38	Sea Island

ILLINOIS

Baker, Adin		Kansas
Beck, Frank H.	Route #2	Marengo
Bisbee, Clark	1342 W. Winnemac Ave.	Chicago
Boram, Clifford W.	104 Oak St.	Maywood
Diercks, Howard	421 S. River Dr.	Algonquin
Duffy, Irvin F.	9822 S. Bell Ave.	Chicago 43
Evenson, R. S.	1006 Retta Court	Joliet
Hall, Wilton V.	923 W. Grove St.	Bloomington
Jackson, S. P.	8033 S. Perry Ave.	Chicago 20
Landmichl, Edward	3826 W. 65th Place	Chicago Lawn 29
Mecham, Albert	140 Michigan Ave.	Highwood
Odell, Athol	Jefferson St.	Galesburg
Olsen, W. E.	503 Lynn	Peroria
Shellhammer, J. Dolen		Illiopolis
Snyder, William S.	4039 N. Kilbourn	Chicago 41
Tallyn. DeWitt E.		Benson
Taylor, Leo P.	8331 S. Racine	Chicago 20
Thiele, Dr. F. G.	445 N. Cedar St.	Galesburg
Uskali, George A.	200 E. Ontario St.	Chicago 11
Van Volkenberg, A. R.	45 Elm St.	Momence
Wilson, Jack	1109 W. Main St.	Urbana
Woods, Charles	P. O. Box 224	Wooddale

INDIANA

Fitterling, Homer W.	2222 W. Sample St.	South Bend
Mervis, David	1226 N. Main St.	Kokomo
Walker, Golden W.	324 S. Jefferson St.	Montpelier

KANSAS

Means, Harry W.	425 W. Vine St.	Junction City

MAINE

Heggeman, Herbert M.		Standish
Nash, Frank W.		Cherryfield

MARYLAND

Amick, A. H. Jr.	Hill Crest Drive	Cumberland
Amick, Dorothy S.	Hill Crest Drive	Cumberland
Amick, Miles S.	Hill Crest Drive	Cumberland
Feather, Karl W.	7506 Old Battle Grove Rd.	Baltimore 22
Martin, Ralph W.	102 Ridgewood Rd.	Baltimore 10
Prentice, Willard J.	1727 East 35th St.	Baltimore 18
Thompson, Miles G. Jr.	Box 74	Corriganville
Viers, Frank C.	20 McCormack Ave.	Baltimore 6

MASSACHUSETTS

Bond, Herman	31 Mansfield St.	Allston
Brown, Walter I.	Stockwell Rd.	So. Royalston
Burnham, Arthur W.	712 Chestnut St.	Waban
Copeland, Charles L.	58 Hillside Road	Milton
Dickinson, Everett M.	347 Main St.	Hingham
Diebel, William T.	314 Memorial Dr.	Cambridge 39
Eddy, Ethel	112 Belle Ave.	North Medford
Eddy, James	112 Belle Ave.	North Medford
Fearing, David S.	65 Shedd St.	Quincy 69
Gardner, Frank H.	141 Prince St.	West Newton 65
Gibson, William R.	106 Tyler Terrace	Newton Centre 59
Guiles, Austin P.	65 Sylvan Ave.	W. Newton 65
Hagberg, Kenneth N.	58 Barrett Ave.	Worcester 5
Kelly, Arthur P.	91 Central St.	Auburndale
Kendall, Clark	124 Golden St.	Belmont 78
Merrill, Richard	RFD #1	Wakefield
Norcross, Dr. W. C.	138 Washington St.	East Walpole
Reigel, John	11 Perkins House Harvard U	Cambridge 38
Ritchie, William	79 Lillian St.	Randolph
Robb, Miller W.	2 Crawford St.	Cambridge 39
Springer, O. F.	339 Bay St.	Springfield
Thomson, Malcolm	1 Brown Road	Swampscott
Whipple, Sherman L. Jr.	52 Terminal St.	Charlestown 29

MICHIGAN

Burrer, G. J.	6360 Sterling Drive	Newport
Dietrich, Raymond H.	Box 964	Kalamazoo
Doman, Carl T.	2900 Overridge Drive	Ann Arbor
Feenstra, Ernest S.	627 Gorham Lane	Kalamazoo
Griffin, Linden C.	1216 Sheridan Drive	Kalamazoo
Kinzinger, Frank J. Jr.	2417 Cadillac Tower	Detroit
Rice, Reginald I.	21666 Garfield Road	Northville
Riegel, John	2201 Highland Road	Ann Arbor

MINNESOTA

Clark, A. H.	412 Beacon Ave.	Saint Paul 4
Overdeck, Harold	Route #2	Hopkins
Wrolson	1401 Abbott Ave. No.	Minneapolis 22

MISSOURI

Elbert, J. L.	225 S. Washington	Clinton
Hakes, L. K.	9729 McDowell Place	Overland 14

MONTANA

Harkins, Lloyd		Silver Star

NEBRASKA

Buchanan, Maynard	5019 Underwood Ave.	Omaha 3
Laymon, Richard L.	518 S. 26th St.	Lincoln 8
Ritter, J.	2712 Manse Ave.	Lincoln

NEVADA

DeBolt, Charlene M.	732 Balzar Circle	Reno
DeBolt, S. M.	732 Balzar Circle	Reno
Harrah, William	Box 8	Reno

NEW HAMPSHIRE

Goyette, Major A. Erland, Goyette Museum of Americana, Peterborough

NEW JERSEY

Condit, W. E.	16 Wayland Drive	Verona
Coward, Howard W.	Box 49	Keansburg
Cross, Frank W.	15 Crescent St.	Rochelle Park
Michener, H. P.	P. O. Box 253	Stirling
Otto, Edmund	418 58th St.	West New York
Reed, Chauncey W.	1 Ridley Court	Glen Ridge
Tierney, F. W.	400 38th St.	Union City
Woodburn, M. C.	128 Lafayette Ave.	Chatham

NEW MEXICO

King, John B.	507 N. Washington	Roswell

NEW YORK

Adelman, Samuel	635 South Columbus Ave.	Mount Vernon
Beall, William A.	Hobart College	Geneva
Beall, William J.	101 Durston Ave.	Syracuse
Burns, John L.	225 Reed Ave.	Syracuse
Clark, Robert C.	67 West Genesee St.	Skaneateles
Christman, William E.		Greenwood Lake
Courten, Henry C.	24 Penny Lane	Levittown, L. I.
Costigan, Daniel M.		Orangeburg
Crowther, Donald B.	Box 284	West Saud Lake

Decker, Russell	16 Westbrook Drive	Nassau
Doman, David T.	Churchill Lane	Fayettsville
Dounce, C. B.	136 Chemung St.	Waverly
English, John A.	286 3rd Ave.	Troy
Ensworth, Neil C.		Canaan
Forst, William	8802 Ridge Blvd.	Brooklyn 9
Franklin, Herbert H.	1033 James St.	Syracuse 3
Franklin, Howard S.	614 Mason St.	Newark
Goodhart, Hugh H.	East Lake Road	Skaneateles
Grimes, Sherwood T.	201 Westchester Ave.	Crestwood
James, Joseph W.	552 Woodland Drive	Hempstead, L. I.
Jenkins, Harold M. Jr.	1364 Highland Ave.	Rochester 20
Jesionek, Vincent		Highland
Keefe, G. M.	537 Delaware St.	Syracuse
Lane, William J.	300 S. Geddes St.	Syracuse
Mack, Ross	P. O. Box	Hadley
Manwell, John P.	Hoag Lane	Fayettsville
McKenna, Drew	453 41st St.	Brooklyn
Melkonian, Mihran	27 Seminary Ave.	Binghamton
Muir, Donald A.	1200 W. Calvin St.	Syracuse 7
Myers, Walter M.	Box 37	Unadilla Forks
Parkes, Floyd M.	312 E. Seneca St.	Ithaca
Petrie, Laurence A.	Box 1	Ogdensburg
Pettitt, Harry V.	233 Caroline Ave.	Solvay
Rick, Thomas	Rick Lane	Peekskill
Sammis, E. A.	146 Yale St.	Roslyn Heights
Sharp, Henry	20 Pierrepont St.	Brooklyn 1
Sedgewick, Sherwald	Lynden Road	Fayettesville
Stewart, Robert E.	108 Grand St.	Altamont
Wilkinson, Mrs. John	1065 James St.	Syracuse 3

NORTH CAROLINA

Cordon, James T.	P. O. Box 6072	Raliegh
Michael, B. C.	P. O. Box 85	Kernersville

OHIO

Buchman, Earl		Garretsville
Daly, Charles F.	5 S. Park St.	Mt. Vernon
Franklin, Mrs. Ruth	S., Chester Ave. & E. 30th St.,	Cleveland
Grislason, W. W.	1024 Creekview Road	Cleveland 19
Huguenin, Victor E.	706 Fairview Ave.	Galion
Gockel, Paul W.	17015 Throckley Ave.	Cleveland 28
Kender, Louis J.	8014 Keyes Ave.	Cleveland 4
Killinger, Perth K.	2530 Spring Grove Ave.	Cincinnati 14
Leatherman, Don	P. O. Box 28	Lodi
Mace, Albert W.	Route #1	Lodi
Mace, Harvey	Route #1	Lodi
Meredith, W. Fenton	66 Ferncliff Ave.	Youngstown 12
Millard, Charles W.	8014 Keyes Ave.	Cleveland 4
Openlander, G. P.	825 Nicholas Bldg.	Toledo 4
Palm, Max 3rd, Palm	Brothers Decalcomania Co.,	Cincinnati 12
Patrie, H. H.		Farmersville
Reed, Preston A.	2039 Stabler Rd.	Akron 13
Rodgers, Ray W.	M.C. 54 Niles Courtland Rd.,	Warren
Smith, Sidney W.	444 Wooster Ave.	Akron 3
Spross, Charles A.	600 Gardner Bldg.	Toledo
Sutpher[illegible]homas	1710 King Ave.	Columbus
Wager, [illegible]chard	1411 Edendale Road	Cleveland Heights 21
Weiant, Warren S. Jr.	Hanover Road	Newark

OREGON

Franson, W. R.	P. O. Box 254	Eugene
Jernes, Karl	1314 N.E. Saratoga St.	Portland 11
Mills, J. D.	Mills Motor Co.	Junction City
Yung, Rudolph	5320 S.E. 139	Portland 66

PENNSYLVANIA

Baker, Philip A.	415 6th St.	Braddock
Boyer, Dr. Frank B.	1412 W. Linden St.	Allentown
Boyer, Dr. George S.	740 N. 19th St.	Allentown
Brown, S. Howard	Route 1	Grantville
Darby, Robert A.	1025 Wilson Ave.	Chambersburg
Fisher, Mrs. J. H.	38 Cottage Ave.	Lancaster
Fisher, Miss Kathryn	38 Cottage Ave.	Lancaster
Flack, Alanzo	Wildeman Arms Apts.	Lansdowne
Flory, Jacob	15 Parkside Ave.	Lancaster
Gillies, William B. Jr.	714 Devonshire St.	Pittsburgh
Griffith, F. H.	Harris Pump & Supply Co.	Pittsburgh 3
Haggerty, Herman	Route #3	West Springfield
Humphrey, L. E.	334 Highland Ave.	Meadeville
Jones, C. Christy	1501 Alcoa Bldg.	Pittsburgh 18
Kern, Kenneth	P. O. Box 234	Coopersburg
King, George O.	Route #1	Reinholds Station
Lusk, Miles A.	P. O. Box 241	New Kensington
McCarrell, Ebenezer M.	75 Redstone Lane	Washington
Mikula, George	2688 S. Main St.	Wilkes Barre
Moore, Harry M.	260 Homers St.	Turtle Creek
Reynolds, Nelson P.	1021 S. Duke St.	Lancaster
Reed, R. S.	R. D. 2	Selinsgrove
Roth, C. V.	2001 State St.	Harrisburg
Shaw, George E.	Box 591	Franklin
Swigart, William E. Jr.	409 Penn St.	Huntingdon
Whalen, Maj. Frederick J.	1000 E. Main St.	Norristown
Whalen, Mrs. Frederick J.	Sycamore Way	Wayne R. D.
Wilkinson, Stanley D.	1826 Gregg St.	Philadelphia 15
Yocom, Henry K.	1501 Luzerne Ave.	Reading

RHODE ISLAND

Andrew, Mrs. Marjorie M.	77 Grove St.	Lonsdale
Andrew, Ronald M.	77 Grove St.	Lonsdale
Buskett, Franklin I.	28 Sherman Lane	Middletown
Maucauley, George	77 Grove St.	Lonsdale

TENNESSEE

Lamphere, Dick	108 E. Geneva Lane	Oak Ridge

TEXAS

Bachman, Charles Jr.	First Armored Div.	Fort Hood
Campbell, Billie Joe	2519 N. 21st St.	Waco
Eidelbach, Frank K.	Rt. #7, W. Lake Dr.	Austin
Ruthruff, William E.	P. O. Box 952	Port Isabel
Williams, Dan C.	P. O. Box 2220	Dallas 1

VERMONT

VERMONT

Carter, Ralph M. 3rd	251 S. Willard St.	Burlington
Miller, Alexander K.		West Topshan
Smith, Burton F.	82 Lincoln St.	Rutland

VIRGINIA

Brill, Frank Z.	Brill's Antique Shop	Hilton Village

WASHINGTON

Pranger, Edward	419 N. 31st Ave.	Yakima
Tallyn, William H.	414 3rd. St., Box 777	Cheney
Wallerich, Clarence W.	5602 Tacoma Way	Tacoma
Forest, Lewis C.	Collins Hotel	Spokane

WEST VIRGINIA

Feather, Denny	Gen. Del.	Bruceton Mills

WISCONSIN

Kern, R. D.	Route 1, Box 172	Waukesha
Milbrath, Arthur F.	2403 N. Sherman Blvd.	Milwaukee
Nuzum, Clinton W.	118 S. Dunlap	Veroqua
Odell, Mary E.	4021 Cherokee Dr.	Madison 5
Walker, Albert L.	P. O. Box 252	Oconomowoc

DISTRICT OF COLUMBIA

Bentley, George E.	711 Fourteenth St.	Washington 5

CANADA

BRITISH COLUMBIA

Fieldwalker, Denis	7141 Maple St.	Vancouver

QUEBEC

Gest, Joseph H.	386 Murray St.	Montreal

ENGLAND

Soltz, C. A., 1 Lincoln St., Chelsea, London S.W.3

LATE ADDITIONS

Henry, Leslie R.	155 Ridgefield Rd., Newton Square, Pa.
McClure, T. N.	1142 N. Broad St., Galesburg, Illinois
Mrs. A. F. Odell	1401 Hampshire St., Quincy, Illinois
Bent, George R.	630 Wayland, Kenilworth, Illinois
Coleburn, John S.	RFD #1, Wilton, Conn.
Miller, Chester A.	114 - 147th St., S. Ozone Park 36, N. Y.
Merkle, William R.	3721 Ludgate Rd., Shaker Heights 20, Ohio
Baker, Hollis Jr.	20 Lakeside Dr. S.E., Grand Rapids 6, Mich.
McBath, Tom	Box 137, Wallowa, Oregon
Long, Allen L.	1132 W. Maumee St., Adrian, Mich.
Pilger, Major Karl	P. O. Box 196, Schertz, Texas

Connor, L. B.	310- 24th St. No., Great Falls, Montana
Lamb, Raymond H.	Box 40, Rogers, Conn.
Meinikheim, Felix	Box 190, Bayville, N. J.
Bent, Henry E.	116 Westwood, Columbia, Mo.
Glennie, Robert D.	471 E. Badillo St., Covina, Calif.
Franklin, Roy	P. O. Box 248-3, Hawthorne, Nevada
Becker, Earl W.	R #10, Box 312, York, Pa.
Dietrich, Anton J. Jr.,	138-48 101st Ave, Jamaica 35, N. Y.
Rennie, Arthur	Cornwallville, New York
Campbell, B. J.	Box 881, Plains, Texas
Jones, Bunell P.	RFD #9, Box 358, North Charleston, S. C.
Hunter, J. R.	19947 Cameron Way, Bloomington, Calif.
Bliss, Robert D.	164 Middlesex Ave., Iselin, New Jersey
Hanna, M. G.	363 Lampson St., Esquimalt, B. C., Canada
Hagen, Richard A.	16530 Shore Drive Northeast, Seattle 55, Wash.
Hall, Thomas J.	104 Acacia Dr., Dayton 9, Ohio
Smith, Charles E.	825 Glenwood Ave., Baltimore 12, Md.
Fryer, E. M.	231 W. 10th St., Claremont, Calif.
Bunting, Don	302 Kenmore Manor, Toledo 2, Ohio
Wittich, John Jacob	519 Friedensburg Rd., Reading, Pa.
Davis, James H.	3262 Warrington Road, Shaker Heights 20, Ohio
Cuniberti, Mario	California P. O., Maryland
Clark, Ernest E.	680 Allen Ave., Meriden, Conn.
Binner, Karl F.	805 North Davis, West, Texas
Stolze, Robert F.	2802 Cottage Ave., Sioux City, Iowa
Riley, Blair A.	Box 1102, Roanoke 5, Virginia
Bowles, George L.	131 Beacon St., Portland, Maine
Davis, Edward A.	1210 S. Main St., Pleasantville, New Jersey
Dwyer, John L.	P. O. Box 121, Sta. A, St. Petersburg 2, Fla.
Skudlarek, Robert A.	3226 Amazon, Dearborn, Michigan
Davis, Brandon	5139 Morgan Road, Tucker, Georgia
Dickson, Alan Q.	9 Channing St., Cambridge 38, Mass.
Szuch, Joseph	79908 -- 4000 Cooper St., Jackson, Mich.
Wilson, W. E.	224 N. Jackson, Ogden, Utah
Johnson, Dr. N. C.	136 Oakdale Ave., Mill Valley, Calif.
Ryan, Robert	1048 Annandale Rd., Staten Island, N. Y.
Wolf, Jacque B.	4209 Ethland Ave., Baltimore 7, Md.
Stowell, A. C.	Dunlap Route, Roswell, New Mexico
Durnell, James A.	191 Sutter, #425, San Francisco 4, Calif.
Foster, Carl R.	Box 446, Port Tampa City, Florida
Crask, Max W.	8830 Airport Rd., Berkeley 21, Mo.
Montgomery, Dr. D. E.,	2286 Volney Rd., Youngstown, Ohio

WANTED: 1926 Roadster. C. B. Dounce, Tioga Mills Inc., Waverly, New York #1

WANTED: Type RA Atwater Kent distributor, windshield wings, parts cat. & manual for Series II roadster. Parts 1924-30 for sale. G. J. Burrer, 6360 Sterling Drive, Newport, Michigan. #2

FOR SALE: 1902 runabout. H. Baker, 20 Lakeside Drive, S. E. Grand Rapids, Michigan. #3

FOR SALE: 1931 4 dr sdn, new maroon & black paint; tires & mechanically good. Car almost restored, have spent over $500. Price $450. Roy E. Weatherby, 2781 Firestone Blvd., South Gate, California.

FOR SALE: 3 manuals: 1928 Airman, 1929 Model 135, and 1933 Olympic; 1 Franklin Standardized Service for complete job, 1924, 58 pp; 1 parts cat. Series 9. L. Merklin, P.O.Box 3,Pendletown,Ore. Note by Ed. - above items are priced at $3.00 each or $12.50 the lot. Write Mr. Merklin.

FOR SALE: Assorted 1918-1934 parts(mostly engine, trans., some head lites, tail, etc.), reasonalbe prices. G. Helge Anderson, 65 Ruth Street, Bridgeport 6, Conn. #6

FOR SALE: 1929 Airman Sdn. 6 wire wheels, good compression, tires. $50. K.W.Leibee,328 Marlow Drive, Oakland 5, California. #7

WANTED: 1910-13 Franklin. G. J. Burrer, 6360 Sterling Drive, Newport, Michigan. #8

FOR SALE: 1910 Model G engine parts, complete front & rear axle assemblies, transmission and drive shaft & U joints, springs. $100. forall or sell separately. Karl Jernes, 1314 NE Saratoga St., Portland, 11, Oregon. #9

FOR SALE: 4 perfect brass hub caps, approx. 2 7/8" dia. with name Franklin stamped on them. Dr. T. R. Reed, 613 W.C.U. Building, Quincy, Illinois. #10

WANTED: Inst. manual or catalog or photostats of same for a 1930 Pirate phaeton I am restoring. John Moehlman, 534 20th St., Hermosa Beach, California. #11

FOR SALE: ANTIQUE AUTOMOBILE PHOTOGRAPHS from original negatives of 1900 to 1915 inc. some of '02, 03, and 04 and circa 1908 Franklins. Albert Mecham, 140 Michigan Ave., HIGHWOOD, Illinois. ($1. ea)

FOR SALE: 1928 Conv. Sedan by Dietrich. One of 12 built, one of which was owned by Lindberg. Perfect mechanical condition, upholstery & finish in good condition; a very handsome classic with only minor touch up work. Also 1926 Sdn. which needs paint. Both for $1500. John L. Ludlow, 667 4th Ave. Westfield, New Jersey. SEE PICTURES #13

FOR SALE: 1931 Sport Salon, fair cond., $100. 1929 sdn. in poor cond., $50. Stanley D. Grundy, R F D #1, Whippany Road, Whippany, New Jersey. #14

FOR SALE: 1929 Model 130 Sdn., new paint, top, battery, 2 new tires, owner's manual, immaculate. $275., T. J. Berkefeld, 326 Orchid Ave., Corona Del Mar, California. Also, 1928 Victoria, excellent tires, motor. Top, paint, & upholstery need restoring. Best offer takes. #15

FOR SALE: 1907 Model G Runabout, completely restored. I drove this car on the Reno Tour 189 mi Out of 148 cars of many makes & sizes, the little Franklin performed like a jewel, surprising everyone, not a single adjustment being required on the entire circuit, arriving at scheduled stops with first 20 cars. If you are not acquainted with Mt. Rose highway to Lake Tahoe, it is a 24 mile pull to the summit, 8973'. While almost every other car boiled, we went over the top flying. This car is new from crank to rear license plate & will make any owner proud. Detailed itemization to interested parties. Price $1800. W. W. Fife, 633 S. Hendricks Ave., Los Angeles 22, Calif. #16

WANTED: for 9-B Rdstr., complete windshield, gas tank gage, set of seat cushions, clock, Klaxon 12 horn, Kellog pump with clutch, 2 hub caps, crank & crank hole cover, headlight rim & lens, manual. FOR SALE: Steering column complete with Pitman arm & drag links, Series 10 (same as 9), steering wheel; proof of future use in Franklin necessary. Hot rodders need not write. Also have many engine & running gear parts, Series 9 thru 18. Describe needs & send addressed envelope. H. C. Courten, 24 Penny Lane, Levittown, Long Island, New York. #17

FOR SALE: 1930 Conv. Coupe. Condition excellent. Frank Kinzinger,2417 Cadillac Tower,Detroit 26,Mich

LEAD: 1929 7-pass sdn. in very good cond. & definitely for sale. Abe's Auto Service,Crestline,Ohio

WANTED: for '33 Series 18B, set of horns & rocker arm housing. FOR SALE: two 6:00 x 19, two 7:00 x 19, six 6:50 x 19 tires - all good. split rims & tubes with 5 of them. $75. takes all. Also 1929 Model 135 transmission & engine parts. Parts & tires can be seen at 65 Shedd St., Quincy, Mass. Write David S. Fearing, 14 ORD Co. (DS), APO633, N. Y., N. Y. #20

WANTED: 9-B crankshaft sprockett or whole engine. Al Mace, Route 1, Lodi, Ohio #21

FOR SALE: 3 choice Franklins, all one owner cars part of an estate. 1914 Model M Touring; 1920 9-B Vee windshield 2 dr sdn.; and 1928 Series 12-A sdn in mint shape. SEE PICTURES. Write Tom McBath, Box 137, Wallowa, Oregon. #22

WANTED: for 1927 Series 11-B Sport Coupe: Lion radiator ornament, gas cap, stop light lens, & crank for trunk lid. J. D. Shellhammer, Illiopolis, Illinois. #23

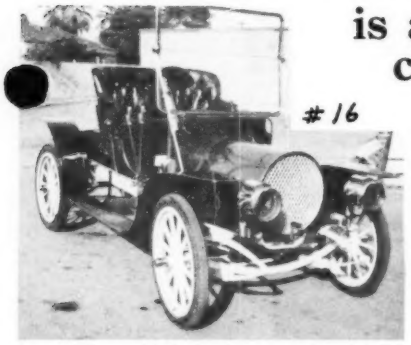
WANTED: Any model Franklin V-12. Major Karl Pilger, P. O. Box 196, Schertz, Texas. #24

LEAD: Very rare, possibly a one-of-a-kind classic -- the Vee windshield, Vee-back sedan with Pi[illegible]e type doors shown in Issue #5, has been discovered at the Terminal Auto Parts yard, 750 Remsen Av[illegible]., Brooklyn, N. Y. According to report, owner of yard wants bids,refuses to set price. Car was photographed thru fence on a Sunday - SEE PICTURE . (Please keep Editor informed) #25

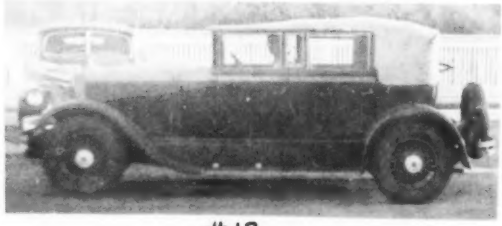
FOR SALE: 1926 4-pass coupe. A-1 condition, many extra parts. $250. SEE PICTURE. John S. Coleburn, RFD #1, Wilton, Conn. #26

A Good Used Franklin

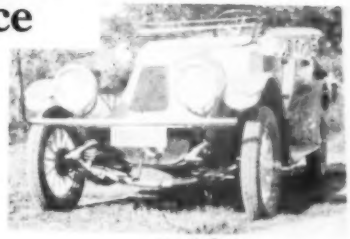
is a better buy than a brand new cheaper car at the same price



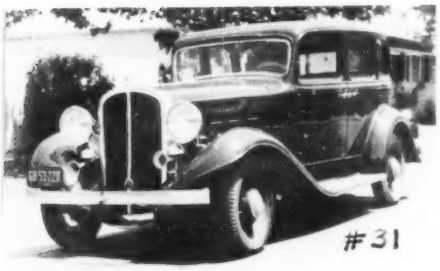
#16



#13



#22



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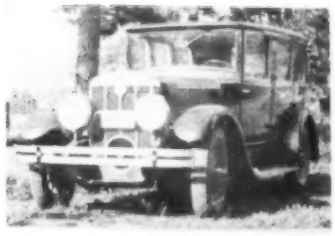

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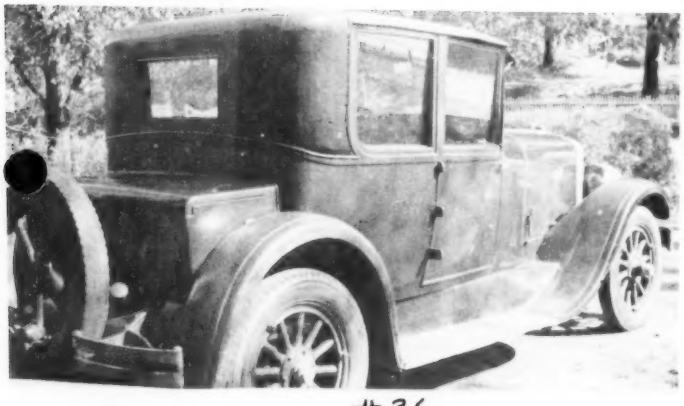

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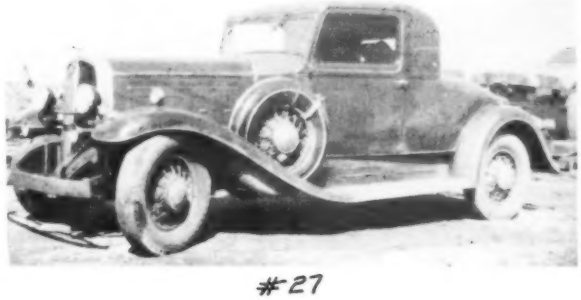

#27

FOR SALE: Because of ill health, must sell my cars, parts, parts books. Prefer to sell as package. But will answer all inquiries with complete list of parts. Write needs. Cars are: one 1929, two 1930 sedans, one 1932 sdn, one 1932 coupe, one 1927 sdn, three 14, 15, 16 motors, one 13 motor. Herman Hagerty, R D 1, West Springfield, Pa. SEE PICTURE (of 1932 coupe) #27

LEAD: a 1917 chassis is available at All Cars Parts & Equipment Co. yard in Denver, Colorado. #28

WANTED: Franklin 7 passenger sedan or limousine, 1930 or later. Anywhere in USA. Kindly state whether restored, unrestored, or just good for parts. Byrd, Chestnut Hill, Mass. #29

FOR SALE: By original owner, 1933 Olympic sdn. 51,000 miles, original paint very good, upholstery tires, engine chrome excellent. SEE PIX. Mrs. Doris Kamrar, 2501 Isabelle Ave., San Mateo, Calif. #31

LEAD: 1932 4-dr sdn., good tires & excellent condition. (Believe this is an original owner car, a "mate" for Pirate on Cape Cod - Ed.) Mrs. M. E. Owens, 120 S. Franklin Ave., Valley Stream, N. Y.

FOR SALE: 1931 Series 15, Model 153 Club Sedan. New piston rings, timing chain, new 6:50 x 19 tires, extra parts. S. B. Jackson, 8033 Perry Avenue, Chicago, Ill. #33

LEAD: 1932 sdn., wire wheels, side mounts, interior excellent, new tires, on blocks since 1941. Car is garaged at 358 3-rd St., Yuma, Arizona. #34

FOR SALE: 1931 4-dr sdn., good tires, like new condition, 1 owner, motor perfect, new battery. $[illegible]. Wilbur E. Christman, Greenwood Lake, New York . #35

FOR SALE: Manual for Series 11. $2.00 William Tierney, 1001 Garden Drive, Aberdeen, Md. #37

WANTED: Franklin V-12 in restorable condition. FOR SALE: 1933 Olympic completely restored except for rechroming. Spent $480. and will sell for same. Paul K. Driscoll, Route 10, Box 182A, Jacksonville, [illegible]

WANTED: 1910 Model H in restorable cond. Earl Buchman, Garrettsville, Ohio. #39

COMMENCED TO MAKE THIS IN 1884 :: AS IT IS TODAY, 1890

MADE BY

F. C. BROWER

610 SOUTH CROUSE AVENUE, SYRACUSE, N. Y.

SAFE AND LOCK EXPERT

AND WAS THE FIRST TO INTRODUCE THE BELL TELEPHONE IN THIS SECTION OF THE STATE IN 1878

PHONE WARREN 2481-R

AMERICA'S FIRST CAR?

After the Syracuse Trek in September, we rumaged thru the files of the Onadaga Historical Association at 311 Montgomery St., and with the help of its President, Richard N. Wright, unearthed the two pictures shown here. The one above was marked on the backside "Photo of advt.". Obviously part of the ad at the top was not copied, but if the line "Commenced to make this in 1884 : : as it is today, 1890" is correct, then this car was America's first. At present, this honor is accorded the Duryea car of 1893. The photo at the right carried the backside notation: "H. C. Brower & Son - Brass works, 79 E. Genesee - Safes from Wieting fire 19 Jul 1881 --". It will be noted that in this picture, dated 1881, the name is "H. C. Brower & Son", while it is "F. C. Brower" in the 1890 advertisement. The photo of the Brass Works reveals that the Browers were also the Bell Telephone Co., a Lock & Key factory, and dabbled in burglar alarms, telegraph, and gold & silver. Certainly the types who would not overlook the idea of an automobile. A-CN will continue efforts to determine if this air-cooled job was truly America's first car, of if it was just another fake.